John Mc Dowell

Gazette of the United States, and Philadelphia Daily Advertiser.

By JOHN FENNO, N°. 119 Chesnut Street.

NUMBER 1511.] PHILADELPHIA: THURSDAY EVENING, JULY 13, 1797. [VOLUME XII.

For New-York,

THE BRIG

Little Sally,

James Taylor, Master,

LYING at Chesnut-street wharf, will sail in a few days, and take freight very low. Apply on board, or to

Joseph Anthony & Co.

July 12. d3t

For Amsterdam.

THE SHIP

Four Friends,

JOSEPH GLENN, Master;

WILL sail with all convenient speed, the greater part of her cargo being ready. For freight or passage apply to the captain on board, or

Jesse & Rob. Waln.

July 11. dtf

For Savannah,

The Ship

SWIFT PACKET,

Patrick Gribben, Master,

NOW lying at Wilcocks' wharf, and will positively sail on Saturday, 15th inst. She is handsomely accommodated for passengers, and sails well. For freight or passage apply to the master on board, or

N. & J. Frazier,

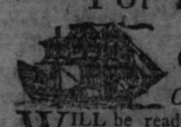
No. 95, South Front-street.

WHO HAVE FOR SALE,

Prime Rice in whole and half tierces.

July 8. $t15th

For Hamburgh,



THE SHIP

CHARLOTTE,

C. F. Danenberger, Master.

WILL be ready to receive the cargo in a few days, and is a fast sailing staunch, good vessel, well found—For freight or passage, apply to

George Pennock,

No. 103, *Market-street.*

July 7. 3aw3w

LANDING,

At Walnut-street wharf, from on boad ship Manchester, Benj. Shewell, master, from Bourdeaux,

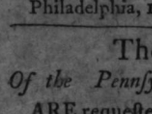
Bourdeaux Brandy
Old Claret in hhds.
Medoc Wine in cases
Sauterne do. do.

For Sale by

Thomas Murgatroyd,

No. 11, *Walnut-street.*

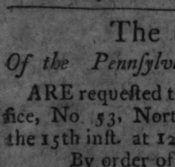
Said Ship for Freight or Charter,



Burthen 280 tons, Philadelphia built of live Oak and Cedar, will be ready to sail in a few days. Apply as above.

July 5. mwf

For Sale,



The fine and remarkably fast sailing Schooner

Virginia and Philadelphia Packet,

Burthen about 100 tons. For terms apply to

Ross & Simson.

June 12. dtf

For Sale,

The cargo of the brig Enterprize, Captain Langdon from Bourdeaux, now landing at Morton's wharf,

CONSITING OF

524 hhds. of Claret
217 cases of ditto
100 cases of Sweet Oil
110 pipes London proof
10 pipes of Holland proof } BRANDY.

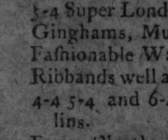
} Entitled to drawback.

Apply to

Wharton & Lewis,

No. 115, South Front St.

Said Brig,



WILL take a FREIGHT for the West-Indies or Europe, sails fast, burthen about fifteen hundred barrels, is in complete order, and will be ready to receive a cargo in a few days

Apply as above.

May 24 §

The Subscriber

GIVES notice to all to whom he may be indebted, that he intends to embark for Europe in a few days; and that he will not pay any demands which shall not be presented to him prior to his departure.

WM. SMITH, of South-Carolina.

No. 104, Spruce-street.

Philadelphia, 11th July. t4

The Shareholders

Of the Pennsylvania Population Company,

ARE requested to meet at the Company's Office, No 53, North Fourth Street, on Saturday the 15th inst. at 12 o'clock.

By order of the Board,

SOLOMON MARACHE, Sec'ry.

July 1. §16t.

Bank of North America.

July 1, 1797.

At a meeting of the Directors this day, a dividend of SIX PER CENT. was declared for the last half year, which will be paid to the Stockholders or their representatives, at any time after the 10th inst.

July 1. d2w.

George Dobson,

No. 25 *South Third-Street,*

HAS imported per ships William Penn, Star, and Diana, from London,

3-4 Super London Chintz, elegant patterns,
Ginghams, Muslinetts and Dimities.
Fashionable Waistcoating, newest patterns.
Ribbands well assorted, in small trunks.
4-4 5-4 and 6-4 India and British Book-muslins.
Fancy Cloaths and Cassimers.

The whole to be disposed of cheap for Cash or approved Notes of a short date.

June 14, '97. d. tf.

LANDING,

AT South-Street Wharf, from on board schooner Expedition, captain Harding Williams, from St. Thomas, a Cargo of

Coffee, Sugar, and Rum.

For Sale by

F. Coppinger,

No. 221, *South Front-street.*

July 10. §10t

Wants Employment,

IN a store, a Man who can be well recommended, writes a good hand, and understands accompts. Apply at No. 50, North Fifth Street, and Cherry-alley.——Any reputable place will suit.

July 10. *3t

A Wet Nurse Wanted.

A Healthy Woman with a good breast of milk, may hear of a place by applying at the Printing Office of this paper.

July 10. *3t

Health-Office, Philadelphia, 7th June, 1797.

THE *Board of Health* offer to rent out the NEW CITY HOSPITAL, usually called The *Wigwam.*

It may be occupied as a Tavern, for which there are excellent accommodations. The person taking it must be capable and willing to act in the capacity of a Steward; in case a contageous disease in the city, should at any time render it necessary to make use of the premises as a Hospital. It cannot therefore be let for any limited time—and the red painted frame building is to be reserved. *Proposals* in writing will be received at this office, stating what rent will be allowed under the foregoing circumstances. None need apply without being able to produce the best recommendations.

JOHN MILLER, Jun.
Chairman of the Board of Health.

July 8. §

POST-OFFICE.

Philadelphia, 6th July, '97.

THE mail for New Castle, Cantwell's bridge, Duck Creek cross roads, Dover, Frederica, Milford, George Town (in the place of Clowes) and Dagsborough, in Delaware; Trap and Snowhill, in Maryland; Horn Town, Accomack C. H. and Northampton C. H. in Virginia; will be closed every Monday, Wednesday, and Friday, at sun set. 18t

THE FOLLOWING VALUABLE Tracts of Land,

IN the county of Glynn and state of Georgia, will be sold by public sale, at eight o'clock on the evening of Tuesday the 27th day of June next, at the Merchants Coffee-House in this city, unless previously disposed of by private sale.

1st. 7000 acres on St. Simons Sound at the confluence of Frederica and Turtle rivers, adjoining the commons of the town of Brunswick, originally granted to John Howell, and within 6 miles of the Atlantic ocean.

2d. 25,000 acres on the head waters of a branch of the great Sattilla, originally granted to Ferdinand O'Neal.

3d. 50,000 acres on the waters of the little Satilla river, and of Buffaloe and Alexanders Creeks; the great Satilla road passes through these lands, which were originally granted to Ferdinand O'Neal.

4th. 50,000 acres on the great Satilla river, which are also intersected by a branch of the little Satilla, and were originally grated to Thomas Spalding.

It appears by authentic certificates from Thomas Davis, surveyor, and from Major Hopkins now residing in Philadelphia, that the body of these lands are not thirty miles from the ocean, and principally within tide water; that the Alatamaha is navigable for boats and rafts two hundred miles above, and for large vessels within ten miles of them; that they are chiefly first rate pine lands, producing timber equal in quality to any in the state of Georgia, possessing the same advantages of navigation. The abovementioned certificates, together with the patents, drafts, and other papers respecting the title, which is complete and unincumbered, are in the possession of the subscribers and may be seen by applying to Benjamin R. Morgan, at No. 41 Mulberry Street. The terms of payment will be one third cash, the remaining two thirds in good negotiable endors'd notes, payable in three and six months after the sale; a conveyance to be made to each purchaser on the payment of that moiety of the notes received from him which becomes first due.

THOMAS FITZSIMONS,
JEREMIAH PARKER,
BENJAMIN R. MORGAN.

Philadelphia, May 31, 1797. eodtf.

C. E. Whitlock,

DENTIST,

RESPECTFULLY informs the Ladies and Gentlemen of Philadelphia and its vicinity, that he continues to perform all operations on the Teeth; supplies the deficiencies of nature with artificial or real teeth, in all the various modes of fixing—Cleans, files, regulates, extracts, and fills decayed teeth with gold or lead, &c. &c. He waits upon Ladies and Gentlemen at their houses, and will be happy to receive their commands by note, at Mrs. FINCH's, No. 68 north Eighth street, or at his house, next to the Black Horse Tavern, on the Frankford road.

	Dollars.
Scaling and cleaning	5
Artificial teeth, with enamel, per tooth,	5
Do. in gold sockets or screws	7
Natural teeth with ligatures	7
Do. on gold or ivory sockets, or gold screws	10
Filing and cutting away decay—each decay	1
Filling with gold	2
Do. with lead	1
Extracting (to the families who employ him as dentist)	1
Do. where not employed	2
Tooth powder of his own preparing	1
Brushes, best London manufacture	25 cents.

Regulating, &c. according to the operation.

*** C. WHITLOCK will sell the time of a Negro Man;—he is honest and sober, and has about 5 years and a half to serve. Enquire as above.

June 15 §3tthtf

Received by the Indostan,

From Madras,

A SMALL invoice consisting of the following Coast Goods, viz.

Blue Cloths
Long Cloths, 14 punjums
Do. do. first
Madrass Handkerchiefs, and
Book Muslins

WILLING & FRANCIS.

March 27. 3aw

New Hat and Hosiery Store.

Just Imported,

In the ships William Penn and Star, from London, and now opening by

WILLIAM M'DOUGALL,

AT his new Hat and Hosiery Store, No. 134, Market street—

An elegant assortment of silk, cotton and thread Stockings
Silk, cotton and thread Gloves
Pantaloons, &c. &c.

Likewise, a handsome assortment of men's, women's, and children's fashionable Hats, suitable for the Season.

A considerable quantity of low and middle priced HATS assorted in cases, intended for country stores

May 23. taw

The Commissioners

FOR carrying into effect the sixth article of the treaty of amity, commerce and navigation, concluded between his Britannic majesty and the United States of America, on the 19th day of November, 1794, having this day constituted their Board, pursuant and agreeably to the said treaty, do hereby give notice, that they are ready to proceed to business accordingly; and they desire that all claims under the said article (which so far as the same describes the cases thereby provided for, is hereunto annexed) may be lodged with their Secretary without delay.

They further desire that all such claims may not only state in what manner the several cases come within the description of the said article, but also specially set forth the nature of the evidence by which the claimants respectively undertake to substantiate the same.

Extract from the said article,

"Whereas it is alledged by divers British merchants, and others his majesty's subjects, that "debts to a considerable amount, which were bona "fide contracted, before the peace, still remain "owing to them by citizens or inhabitants of the "United States; and that by the operation of various lawful impediments, since the peace, not "only the full recovery of the said debts has been "delayed, but also the value and security thereof "have been in several instances impaired and lessened, so that by the ordinary course of judicial "proceedings, the British creditors cannot now "obtain and actually have and receive full and "adequate compensation for the losses and damages which tney have thereby sustained: It is "agreed that in all such cases where full compensation for such losses and damages cannot for whatever reason be actually obtained, had and received by the said creditors in the ordinary course "of justice, the United States will make full and "complete compensation for the same to the said "creditors: but it is distinctly understood, that "this provision is to extend to such losses only as "have been occasioned by the lawful impediments "aforesaid, and is not to extend to losses occasioned by such insolvency of the debtors or other "causes, as would equally have operated to produce such loss, if the said impediments had not "existed; nor to such losses or damages as have "been occasioned by the manifest delay, or negligence, or wilful omission of the claimant."

By order of the Board,

GRIFFITH EVANS,

Secretary.

Philadelphia, Commissioners' Office, No. 3 south Sixth-street, May 29, 1797. J 6—§1m

THE SUBSCRIBER having been appointed by the Envoy Extraordinary and Minister Plenipotentiary of his Britannic Majesty, General Agent for assisting British creditors, and such particular agents as they may specially authorize, in prosecuting their claims before the commissioners for carrying into effect the sixth article of the *Treaty of Amity, Commerce and Navigation between his Britannic Majesty and the United States of America*, hereby gives notice that he has opened his office at his house the south east corner of Chesnut and fifth streets, Philadelphia, where he is ready to receive all claims or instructions for claims with the vouchers and documents thereof, for the purpose of bringing forward the same agreeably to the rules and orders which the board may think proper to prescribe.

And as it will be for the interest of all concerned, that the several claims be so stated, and supported, as to prevent the delay which would arise from the necessity of obtaining further information, or additional materials, from persons residing at a distance, the general agent thinks it his duty to add, (for the direction chiefly of those, who, not having employed particular agents, may leave the prosecution of their claims to his charge and management) that all such claims ought in particular to set forth—

1st. The proper description and situation of the creditor or claimant, and original debtor, respectively.

2d. The date and nature of the original contract or debt.

3d. When, in what manner, and to what extent, the creditor or claimant was prevented or impeded, by the provision, operation or defect of law, the decisions and practice of courts, or restraint of execution, from recovering payment of the debt in question.

4th. The loss and damage incurred or sustained, in consequence of such impediments, whether the same may have arisen from the insolveney, change of situation, or death of the debtor, the loss of legal remedy from lapse of time, or other causes impairing the value and security of the debt, which would not have so operated if such impediments had not existed.

And 5th. The particular grounds and reasons on which the claimant maintains, in the terms of the treaty, that "by the ordinary course of judicial proings, the creditor cannot now obtain and actually have and receive full and adequate compensation" for the losses and damages so sustained.

The general agent thinks it his duty further to suggest that the several claims ought to be accompanied and supported by the affidavits of the claimants duly sworn and regularly attested, both as to the existence of the debts claimed, and such other circumstances as may be within their own knowledge respectively. And wherever the claimants in stating the nature of their evidence (which must in every instance be the best of which the case is capable) have occasion to refer to the testimony of witnesses, it will be proper to apprise the general agent of the names and places of residence of such witnesses and the facts to be established by their testimony.

Wm. Moore Smith.

Philadelphia, June 8th, 1797. d1m

For Sale,

That well known place, called VANDEGRIFT'S FERRY,

ON Neshaminy creek, 18 miles from Philadelphia, on the New York post road, containing 74 acres and 94 perches. Upon the premises are a large two story stone house occupied as a tvern, and a good one story stone kitchen, a large frame stable with a good threshing floor, and some out buildings—also a well of good water, and an excellent ice House. On this place is a most elegant situation for a gentleman's seat, commanding a view of the Neshaminy to its junction with the Delaware, and thence across to the Jersey shore. It has the privilege of one half the toll received from the bridge.

For terms apply to the Subscriber,

MORDECAI LEWIS.

May 24. 3tawtf.

Philadelphia and Lancaster Turnpike Company.

July 10*th*, 1797.

AT a meeting of the President and Managers, a dividend of seven and a half dollars per share was declared for the last half year, which will be retained by the President and Managers for the purposes of paying the debts of the Company, agreeable to a resolution of the Stockholders the 12th June last.

TENCH FRANCIS, Treasurer.

Extract from the Minutes of the Stockholders.

June 12th, 1797.

Resolved,

That the subscription opened for one hundred additional shares of stock, conformable to a resolution of the 11th January, 1796, be now closed, and that the stock of the Company consist of twelve hundred instead of thirteen hundred shares.

WM. GOVETT, Secretary.

July 10. m&w1w m&tu3w

Ross & Simson,

Have for Sale,

A QUANTITY OF PRIME

St. Domingo Cotton,
Superior Old Lisbon Wine in Pipes
Excellent India Market

Teneriffe Wine,

In Madeira Casks
A few Quarter Chests best
Fresh Hyson and } TEAS
Hyson Skin }
Muscovado Sugars in Hogsheads, and
Coffee in Tierces

March 7. ||tf

Nathaniel Lewis & Son,

Have for sale at their store, No. 70, *adjoining George Latimer & Son, Pine-street Wharf,*

A Quantity of

Madeira Wines

In pipes and half pipes

adeira Walnuts and Citron. lately imported in the schooner Sincerity, Capt. Copia

Also,

25 Puncheons, second and third proof, *West-India* Rum, and a few Pipes of Brandy

They have constantly on hand and for sale, French Burr and Country *Mill Stones* of various sizes, and a general assortment of *Boulting Cloths* of the best quality, both American and Foreign manufacture. The former having proved, from several years experience of a number of millers in different parts of the United States at least equal, and in many instances superior to the European Cloths, we hope the manufacturer, Robert Dawson, will meet with liberal encouragement in this important and useful undertaking. He has obtained a patent and exclusive right of making and vending *Boulting Cloths* on his improved plan for a number of years, and they are sold only by himself in Lancaster, state of Pennsylvania, and by the subscribers in Philadelphia.

June 14 d

LANDING

From on board schooner Daphne, captain G. W. Morse, from Htspaniola,

61,000 wt. Sugar,
53,000 Coffee

FOR SALE BY

F. COPPINGER,

No. 221, South Front-street,

Who has also on hand,

Claret in hhds. and cases
Rice
A quantity of Bristol Bottles
A case of Cambrics
Cloths and Cassimeres.

July 5. d6t.

A Literary Treat.

Just published, handsomely printed on writing paper, price 1 *dollar,*

A new edition of that popular and entertaining work, entitled

THE FORESTERS, an American Tale; being a sequel to the history of John Bull, the Clothier—In a series of letters to a friend, with the addition of two letters, alluding to recent political transactions in America.

The following extract from the Clavis Allegorica, shews the principal characters that are introduced:

John Bull, the Kingdom of England
His Mother, the Church of England
His Wife, the Parliament
His Sister Peg, the Church of Scotland
His Brother Patrick, Ireland
Lewis, the Kingdom of France
His Mistress, the Old Constitution
His new Wife, the National Representation
Lord Strut, the Kingdom of Spain
Nicholas Frog, the Dutch Republic
The Franks, the French Republic
The Foresters, the United States of America
Robert Lumber, New-Hampshire
John Codline, Massachusetts
Humphrey Plowshare, Connecticut
Roger Carrier, Rhode Island
Peter Bull Frog, New-York
Julius Cæsar, New-Jersey
William Broadbrim, Pennsylvania
Cassimar, Delaware
Walter Pipewood, Virginia
His Grandson, George Washington
Peter Pitch, North Carolina
Charles Indigo, South Carolina
George Trusty, Georgia
Ethan Greenwood, Vermont
Hunter Longknife, Kentucky
Black Cattle, Negro Slaves
Rats, Speculators
Mother Carey's Chickens, Jacobins

☞ This popular and entertaining satirical history of America is attributed to the Rev. Dr. BELKNAP. It has a great share of originality and abounds with genuine humour. It is continued down to the present time, and characterises those late political transactions which have caused so much uneasiness in America.

Sold by H. and P. RICE, Bookseller, No. 16, South Second Street, and No. 50, Market street.

June 26. §

FOR SALE,

By Simon Walker,

No. 122, SOUTH FOURTH-STREET,

GOLD and silver Watches
Shot, common and patent
Tin Plates, Sheet Iron
Bar and sheet Lead
Copper sheets and bottoms
Taunton Ale
Ravens Duck
Hats in cases
Wool Cards
Claret Wine and Porter Bottles in hampers.

July 1. eo3w

NOTICE.

THE holders of certificates of a loan to the exiled citizens of the States of South Carolina and Georgia, under an act of Congress 23d July, 1781, are informed, that by lodging the same with George Simpson, Cashier of the Bank of the United States, they will be enabled to receive payment of principal and interest, as soon as the certificates can be forwarded to Charleston for settlement, and orders received for their discharge.

July 12. 6t

FOR SALE,

BRETAGNES in cases
German Checks in do.
Cambrick
Plattillas
Oznabrigs
Gold and silver Watches
Window Glass 10 by 8
Glass Tumblers in cases
Linseed Oil in casks, &c. &c.

George Pennock,

103, *High-Street.*

July 5. 1aw

To be Sold,

A large and convenient

Three Story Brick House;

SITUATE at the north-east corner of Arch and Fourth-streets. It contains eighteen rooms—and is in every respect well finished. For particulars enquire of

M. Keppele,

No. 138, Chesnut-street.

May 31. §

Millinery Room,

No. 136 *Market-street.*

MISS CHRYSTAL

TAKES an early opportunity of acquainting her Friends that she has received by the WILLIAM PENN, a variety of NEW MILLINERY, &c. which she hopes to be able to shew them in a few days.

May 18 §3ot

Town Lots.

A TOWN named BEULA, one mile square, being laid out on the Blacklick Creek, Somerset County, Pennsylvania, Lots therein of 58 feet by 125 feet are now selling at TEN DOLLARS each; their situation in the town to be determined by ballot before the first of August, and deeds for the same will be delivered by the subscriber before the first of October next.

MORGAN J. RHEES.

No. 177, South Second-street, Philadelphia.

The purchasers of lots in BEULA have the following prospects of appreciating their property:

1. It is remote from any other town, and surrounded by great bodies of excellent land, capable of producing every kind of grain and vegetables, and is without doubt one of the best grazing countries in the United States.

2. In point of health the situation is not exceeded by any on the continent.

3. Besides numerous springs and runs, of the finest quality, there is a creek for water works (on which mills are now building) running through the town,

4 The public road from Philadelphia to Pittsburgh will go through it, which being more level and nearer than any other rout, must become universally travelled: aided by the navigation of Juniata and Conemaugh, goods may be conveyed at least 2 or 3 dollars per cwt. cheaper from the former to the latter place, than by the old road thro' Bedford.

5. Being in the centre of a flourishing settlement, and taking in the shortest portage between the eastern and western waters, it is likely to become a deposit for stores, a manufacturing town, and a seat of justice. Besides the old settlers, upwards of one hundred emigrants have settled in the vicinity of Beula, since last October, and many more have engaged to join them this summer.

6. A Land-Office for supplying actual settlers with farms to a considerable amount, and in various situations, will be immediately opened in the town. The proprietors of land in the circumjacent country are solicited to send their drafts and terms of sale, or leasing, to THOMAS JONES, Surveyor, in Beula, who will give security for any trust reposed in him: with such co-operating aid, the progress of the settlement will be the more rapidly advanced and extended to distant townships.

7. A public library for the benefit of the settlers, will be established in the town, towards laying the foundation of which, upwards of one thousand volumes are already purchased and principally sent forward.

8. Two hundred acres of land adjoining the town, besides lots and subscriptions, will be applied to support a minister and preceptor, capable of teaching the useful and liberal arts.

9. After defraying necessary expences, the money arising from the present sales will be laid out in public buildings—A place of worship, school house and library room, are the first objects.

10. Every professional man and mechanic, on condition of building a house with a stone or brick chimney, and residing in it, before the first of November next, will be entitled to four lots GRATIS, free forever from ground rent. Five and ten acre out lots may likewise be obtained on reasonable terms.

*** The two central streets in Beula are 100 feet wide, and the others 80 feet. Reserved squares and other accommodations must add to the health and beauty of the place.

July 6. 5t

Now Landing,

At Pratt's wharf,

FROM on board the ship Thomas Chalkley, Capt. Raser, from Bourdeaux,

CLARET in casks
Ditto in cases
White Wine Vinegar
Red Skins in boxes

For Sale by

Rundle & Leech.

May 15 §

Davis's Law Book Store,

No. 319, *High-Street.*

GEORGE DAVIS,

BEING busied for some time past in preparations for removing into his present house, has been under the necessity of postponing until this day informing the gentlemen of the Bar generally thro' the United States, that his spring importation of law books is now arranged and ready for sale, on terms that he trusts will entitle him to the like preference he has experienced for several years past.

Catalogues, combining the most varied collection ever imported into this country, are printed and will be delivered on application.

June 27. 2aw 6w

15

From the Virginia Gazette.

To SAMUEL J. CABELL—*in Congress.*

SIR,

I have often heard of people's being condemned without *judge* or *jury*—but I am sure you cannot say this has been your case. Your letters have been seen, read and fairly judged of by all America; and even your best friends and meanest relations have condemned them. A court and jury you say have passed sentence upon them. You, may therefore, fairly be said to have been tried by your peers. After all this, common prudence ought to have dictated to you to have committed yourself no further: But like one who has suffered all the disgrace of condemnation, a reprieve has been of no other service to you, than to prepare you the better for the prosecution of your favorite practice. We must, therefore, try you again for this new offence of *letter borrowing*.

I will not, however, make the charge of *borrowing* this last rag of knowledge from the letter manufactory of Philadelphia, the only charge against you, but will try the thing on its real merits as if it was actually your own.

The charge then now turns upon a descantation on the duty of courts and juries, and their rights to intermeddle with the freedom and independence of *your* thoughts.—Without a quibble, we may fairly try this last production, before any court and jury, without intermeddling much, with the freedom and *independence* of *your* thoughts, if the general conjecture be true, of that *independence* consisting chiefly in the right of substituting the thoughts and sentiments of others for your own. But as you are the first man in America who has had the honor of objecting to the trial by court and jury, I will leave the *freedom* and *independence* of your borrowing the *thoughts* of others, which is but a mere personal thing, to the true enjoyment of those *independent* considerations, and examine into your objections to the court and jury mentioned in your address, which indeed are of some consequence to the real liberties of this country.

Unfortunately for some of those who bow down with the most constant and loud professions of love and admiration, to the goddess of liberty, they view the lovely medal on but one side only. They are friends to the "liberty and independence of thought" only while that liberty and independence of thought consists in adopting the thoughts of others, and turning them particularly to their use, this appears to be wholly the amount of your idea of the liberty and independence of thought—which you appear to have borrowed, with many other excellent things, from that favorite Republic, which is now rambling all over the world with its destructive armies, and *compelling* all the nations it can to be *free—but upon its own terms*.

One of the terms upon which they have *compelled* some nations to be *free*, is, that they subscribe to governments similar to their own. One of the excellent traits of their government, I believe at the time when they set Holland *free*, and it is pretty much the practice still, was the happy knack which the *democrats* had of dispensing with the little ceremonies and formalities of *courts* and *juries* in the trial of the *aristocrats*. Those tribunals, might, perhaps have exercised some "liberty and independence of thought," as well as the *democrats*, and thereby have stopped the effusion of so much innocent—such horrid sluices of infant and female blood.

You sir, it is well known, have laboured as far as your feeble efforts could effect it, to prevail on the people of this country to make no resistance—or rather, to join those bloody monsters in case they should invade your country; and you have now subscribed your name to another inflammatory address, calculated to render the institution of courts and juries unpopular, if it is calculated to do any thing, in order to make way for those noble consequences which flowed from the want of them in France, whose principles you so much adore, and have thus attempted to introduce here.

The Judges of the Federal Court you arraign for becoming a band of political preachers (as you are pleased to call them) and going about with unwarrantable sermons to support the government of the United States. This appears to be the substance of the charge against them. Admitting it in its fullest latitude then, to what does the charge amount? The insinuation goes to shew that they have nothing to do with politics. In the name of common sense, what is the judiciary, who are the judges of this country? Are they not a branch of the American government, bound to support that government, at well as every other branch of it, both by the nature of their relationship with the government and their oath? What is the government they are thus bound to support, what the laws of that government, which your adopted address seems to admit is their duty to expound to do justice between individuals, if they are not a part of the political arrangements of this country? How then are the judges possibly to avoid political discussions, and giving their political opinions between the government and individuals, and yet do their duty?—Suppose the government, or rather a part of the government, was to attempt to abridge you in any of your rights—For instance, to impress you as a seaman, or pretend to enlist you as a soldier, to fight against the French, would you not then think that the judiciary should interfere? And what would that interference be, but one of the greatest political questions that could arise between an individual and a state? Why not then, when the injury is attempted to be reversed from the individual to the state, suffer the judge to interpose a little political advice?

You (or rather the person who writes for you) seems to admit, that if you had done any thing criminal, the judge was right.—That is admitting, I suppose, that a judge, though he be a federal judge, has a right to give it in charge to a jury, as their duty, to present all felonies, such as treason, murder, and all other capital offences—but, that every thing that falls below the dignity of any other punishment, but a bare presentment of a jury, is not cognizable in that way. You should have remembered, in the first place, that you were not the proper judge of the degree of your own guilt. And in the second place, it is a fact, well known to every one who has ever been a juryman in any part of America, that there are certain offences which cannot be punished in any other way, but by the censure of "naked presentment." Admitting it to be the right of a judge then, to enter into a history of the rise and progress of juries, which certainly cannot be told over too often to the real lovers of liberty, and to enter into an explanation of their duty in the presentment of actual offences against the laws, which are certainly a *political* grievance, I see not how your letters, which had been condemned as a political petty-larceny by every hangman in the state, were possibly to escape.

But, sir, admitting every thing that is said in that paper against the judge to be right, though in fact he had said nothing about you, your letters, or any one else, in his charge, how is what is there said of the jury, to be reconciled to that love which you pretend to have for the "freedom and independence of thought."

The jury by whom that presentment was made, was composed of the free and independent citizens of Virginia, who were as much entitled to think and act for themselves as any other citizens of America—the members of Congress themselves even not excepted, Unless it can be proved, then, that the jury was packed (which you dare not assert) they are no more chargeable with having acted wrong, for having exercised *their* "freedom and independence of thought," than you yourself were entitled to prefer *your own* "freedom and independence of thought," to the borrowing of the genius of a Madison in the composition of the let they presented. And whoever is acquainted with the jury, and will look over the pannel, as you have invited them, will as clearly see, that there was no more of the influence of an Iredell in the presentment, than there was the genius of a Madison in the letters. Here then you and the jury stand upon exactly even ground with respect to the "freedom and independence of thought," which is the mighty and important burthen of this last political ditty.

But how do you stand in this last attempt, with respect to the actual means of securing the liberties and independence of your country?—Juries, although I believe we are indebted to that wretched place, Great-Britain, for their institution (and this is one of the reasons, perhaps, why you hate the exercise of their power so much) have ever been considered the great palladium of American, as well as British liberty. Which do you really think would be best, then, for the people to join you in your "INDIGNATION" to awe those useful institutions from the exercise of *their* "freedom and independence of thought," or suffer them to go on without reproach, as they think necessary and right, to expose the follies of a few little letter-writing politicians in Congress?

It might indeed be a valuable thing to those gentlemen who have no other means of supporting their popularity, to establish the doctrine of their conduct's being held sacred and above inquiry, while in Congress. But after an attempt to destroy that which ought always to be attached to courts and juries, to make way for that kind of sacredness in the representative branch of the government, what would the people have to expect? Could they be surprised to see that branch attempt to erect itself into any thing, which the same love of popularity, that suggested the first attempt might invite them to in a more promising degree? It is to the preservation of the independence of the judiciary, I had always thought, that we were to look for the salvation of liberty. While you are standing as a *centinel*, then, over the "freedom and independence of the *valuable* thoughts" of Messrs. Claiborne, Clopton, New, and yourself, I shall stand as an humble advocate for the RIGHTS of JURIES, and a constant exposer of the many follies and improprieties which such writers are endeavoring to impose on the people in their own favor.

For after all that has been said about the court and jury's "overawing the freedom of thought," can there possibly be a more alarming attempt, than for the members of the legislature to call up the terror of the people, to overawe the courts and juries in *their* favor?—Really, sir, this last attempt, which cannot be repeated too often, or shewn in too many different shapes, if possible, exceeds the first, in which you endeavored to prevail on the people to join the French *against themselves*. But, fortunately, both attempts are equally absurd; and the execution nothing more than a ridicule of the design. Whenever I look into one of your letters as a mere matter of curiosity, as I seldom do for any thing else, I feel an almost irresistable inclination to laugh. But when I turn my reflections from that source of merriment, to the district you represent, I feel an involuntary propensity to weep. For if it be true, that there is a design to increase the powers of the union, whether it be by the *aristocratic* or *democratic* exertions of its members, what (alas!) must be the chance of *that* district for its due share in the distribution of those powers?—For Heaven sake then, if you have no delicacy and tenderness for yourself, have some small compassion for the poor unfortunate district you represent, at least; and write no more for the press.

The people send you to Congress, as I have once told you before, sir, to do their business; and not to employ all your time in writing letters. They wish to hear from you, as other districts do from their representatives, in the exercise of your duty, through the debates, and not through the channel of those badly-letter-composed-common-place-party sayings, which they get in all the newspapers, at least a week, before they do through those ponderous bales from your letter copartnery. It would answer the valuable end of shewing them what was really the "free and independent thoughts" of their own representative—and would furnish the means of a more fair and just appreciation of those real thoughts which I promise you shall never be neglected, by your friend and real constituent,

TIMOTHY TICKLE.

P. S. I will not be so wanting in candor however, as to conceal from you, that, notwithstanding your many errors and party-violence, there are two or three in this part of the world who think with you; nor will I be so ungenerous as to keep from you the "free and independent opinions" of one of those friends, which you are entitled to, in aid of some others which have already been published in your favor. It is a letter picked up in the road, supposed to have been dropped by the post on its way to you. I have directed the printer to publish it in all its valuable originality of "freedom of thought," false grammar and bad spelling; as it would be wrong, you know, to interfere with your friends liberty and right to disgrace themselves, I have only subjoined a few notes of my own by way of explanation. The very first line of the letter shews the relationship which your correspondent claims.

——

to cousin sammy *caball* by the post boy.

dear cousin,

i take up my pen to inform you that your last pisle has come to hand. you dont think how the risticats that you tokt so much about grind at the presentement of the guree against you. but for my part it made me right mad. thr court and some of the guree you no ar men of larning. and I hate your men of larning. and they dont like us you may depend upon it cousin *caball*.—but i like you for that reson. for a representive ot to be a representive you no. he ot to represent what he is intended to represent. and how wood a man of larning be a good representation of a magouetee of your **colleges*. what beter cood be expected then from a court where there was a gudge upon the bench and a gudge in the guree room. every body must no that they wood be shore to go rong and contrary law. i dont like that same fiddral court at tall. you no it was them that made your good old f—in—law pay a large old british det which ruined him. and them dets you no ot not to be paid. what did you and we poor missiissee men site so d—d hard for last war if our best friends and deerest relashons are to be ruined at last to pay these old brittish marchunts acconts. i o one myself and i never will pa it as long as i can get such good fellows as you and some of your supporters to stand by me and cry down the fiddral court and gurees. in short i think all onr courts and gurees have too much power. they ot not to be suffered to think as thay plase.—cant you get a law paced in congres that if thay think and act contrary to law that all thay doo shall go for nothing. i think with the *assistance* of my cousin *jiles* ond some of the rest of our french functionarrties † you might have it done. and then you might right and say what you please you no. and the guree wuld have no right to think about it. but ant it strange that you congress men will let one of the gudges from ireland come over here and act as a gudge and a preacher too both at once. i suppose if this same ireland gudge or gudge ireland gudges of the law all the weke and then preaches about religion of sundays as you sade he must be pade for both. and i realy think as one of your friends noes who has ritten in the papers about it and says he has been treeted very hospitally in vurginnee. that our good bacun and collards that he eats so much off when he rides here so fur upon one off his long towers gust to present your litters which he says is to do so much good in this country against his is pay anuf for his emty irish guts. this was a good hit in your friend dont you think it was to tell him how he was treeted in your country where he had treeted you so il. and therefore that he did not desirve any better than to be told off it. igad i think he was up with him for his presentment. wont he now upon the hole. that is to say. by the by. as i has herde some of your common fox say, who say a word and then give you another of the same sort to explane it you no. it is true what you have said in your last fine pise. ve-delesit. to wit. that no moral *truth* can be more *true* tha that palitikal truth that is true. or something like that. tantemount there four every thing that you have sade must be twice true. etcetteree and so fourth. i forgot to tell you that ‡ alias morris and tempore the taylor are determined to be your enemies at the next lection. and i raly beleve from what i have heard thay will do you a grate deal off herm. i advise you therefore when you right again only right to your friends, and tel um to clear away your *litters* off ove thare hobs and jams after thay have red um for feer some more of these larned men may come in and afterwards git on the gurees. but above all.—stick to your sentry box as you have promised. and continue to hallow and make all the racket you can and and as you say you will against the government cousin *caball* and you shall ever have the vate and interest of your sincers friend and near relation.

simon simple.

notty binny. give my kind love and sarvis to cousin jiles. unkle claburn. *brother* clapton. daddy new. curnul *sparker*. and all my friends and good fellows. granny diner who danced with you so much at the last lection and got you so many votes thanks you for your last kind and loving pisle. no more at present. but all is well and hope this will find you in same citeation. s. s.

* Simon here means constituents I suppose. But his own word will do full as well,

† I suppose Simon means by this a word which I observe Mr. Giles has just received from the French mint, which coins a great many delightful words as well as principles for this country's coxcombs, apes and pedants.

‡ He takes *alias* and *mores* for Elias Morris, some constituent of his cousin's, I suppose. And no wonder that poor Simon should be run into such an error by his cousin's learning, when we are told that one of his ablest advocates on being asked the meaning of *O tempora! O mores!* after pausing a little and considering that much was said in that letter of speculators, bankrupts, &c. and reflecting at the same time on the lowness of certain notes, that it was an advice to be temperate in Morris's notes. In short it is impossible to number the various translations and uses that have been made of these celebrated words, or to measure the demand that these letters have been in, and still are. The Duke of Cumberland's love-letters never were in higher demand, nor more deservedly.

[Notty binny, as Simon says—I have taken the liberty of marking some of Simons words to be printed in italics. Indeed some of his friends names, as he has spelt them, deserve to be written in letters of gold.] T. T.

From the Farmer's Weekly Museum.

"*When will the new moon be gone that we may sell corn, and the Sabbath that we may set forth wheat.*"

IN the dissipated cities of London and Edinburgh, the abuse of Sunday has been a common theme of reproach among those weekly guardians of the public virtue, the periodical essayists. Johnson and Hawksworth heard the turbulence of a riot and the roar of intoxication, from the saloons and taverns of the capital; but their confidence in the innocence, or the piety of the villagers, precluded even the faint inquiry, whether holy days were profaned by rustics. Moralists might repair to the hamlet on week days, and remark vice and folly; but on the Sabbath, the young and the old, the careless and the regular, would be found no where, but in a church.

Though the catholic spirit of the age of reason indulges the latitudinarian with an immunity from Sabbath formalities, still it might be imagined there could be found, both in town and country, men, who if they did not kneel at the altar, would sit decently and seriously at the fire side. Libertines might be averse to hear a sermon, or make a response, yet not wish a Sunday away, that they might set forth wheat, the bottle, or card table.

This, however, experience proves a vain imagination. The seventh day is observed by multitudes, neither as a season of worship nor rest. The country and the city are alike negligent. On Sunday, the husbandman often examines his crops, the merchant computes his interest, the rake urges his steed, and the attorney draws his declaration.

This impatience of a day, sacred to quiet and piety, is an odd trait in the character of those, who are saluted with the title of rational. Man is such an indolent, we are not surprised that he declines the exercises of Sunday, but that he loaths its rest. Of many loungers whom I know, I have computed, with mathematical precision, the yawns on every Sunday and Monday, through the year. I find that the aggregate lassitude of the former to the latter is as two to one.

The watch is fretfully consulted and its owner querulously asks, why tarry its wheels, why does the dial point so tardily indicate the twilight hour?

Although the custom of going to church is ancient, honorable, and from social and political, as well as moral and religious reasons, laudable; yet, as my liberal scheme never excludes from the pale of charity, him, who prefers retired to ostentatious devotions, I am desirous of convincing the loiterer at home on the Sabbath, that there is no reason for abolishing, or abbreviating that tranquil day. It is better to go up, with the Israelites, to the temple; but still a domestic Sunday may be useful and pious, if correctly improved; and if we do not absurdly, wish it away. The apostle prescribes "milk for babes." The moralist good naturedly allows some squeamish ones the indulgence of a vitiated devotional taste, and suggests a pleasant and practicable regimen.

It must, however, be preremptorily required, that no immoral querist ask when the Sabbath will be gone that he may sell corn, set forth wheat, or attend to any low and secular cares. If he stay from church, let him not grieve the Sunday. If he will not sing with the organ, let him not play on the violin.

That Sunday may delectably pass, it is not necessary that cocks should fight, bowls be quaffed, or bargains be made. The seventh day is like a hermit, who not only utters the orison, and numbers beads, but loves the "studious nook," and the lonely scene. Nothing militating, therefore, with order and peace should be tolerated. The jovial cry may be raised, and "quirps and cranks" uttered at the "time to laugh," but the grave and composed style suits the sobriety of the Sabbath.

Lest the gayer department of my readers should think I envelope the christian day in funeral weeds and tragic pall, I will strive to convince, by my conclusion, that Pleasure and Piety, like the Hermia and Helena of the poet, may "sing one song, both in one key."

The man, who has toiled, or idled six days, may, on the morning of a seventh, choose a retired walk, avoiding the high way, and offence to the weaker brother. I will not be so puritanical or unfashionable, as to hint that the vista of this walk should be a fane, or a chapel. The contemplation of the sublime and beautiful of nature, vivified "by the regent of the world," will naturally excite in a good mind, the proper emotion. Of extasy or of rant there is no need. The homage of the heart is better than the nasal twang of a whole conventicle.

The forenoon may be devoted to popular theology and to sermons. My airy pupils need not start nor turn pale. I do not place them in the tutelage of the dozing Gill, or the mystical Bekmen. I do not place them among Wesleyan minister divines or on a Saybrook platform. Privileged with the company of Atterbury, bishop Watson and Laurence Sterne, they may consider themselves not only in a learned and ingenious, but a polite circle. I shall not be called a sour presbyter, by those whom I advise, if I select for their Sunday acquaintance, gentlemen as well as christians.

A dinner with some liberal clergymen, tho' "a dinner of herbs," will prove a better refection than a corporation feast.

The afternoon will pass without much tedium, if employed among a well ordered family, and rational friends. At intervals, serious poetry will yield a high delight. The gospel sonnets of Erskine are not recommended, but the moral Young, and the enthusiastic Gray.

At the close of such a day, the observer of it will not repine that Religion and the Laws refuse, once a week, to permit the sowing of wheat, or the sale of corn. He will rejoice in this tabernacle of rest, and though delighting, at proper periods, in business and the agitations of life, will not forsake the waters of that Sabbath of Siloam which flow softly.

THE LAY PREACHER.

NORFOLK, July 6.

Vice Consulship of Virginia.

Norfolk, June 30th, 1797.

The Vice-Consul of the French Republic, to the Mayor of Norfolk

SIR,

I received the honour of your letter of the 29th inst. I embrace the opportunity that now presents itself to develope my opinion, and to testify my gratitude to you and the court, for the ready attention you have afforded to the object of my reclamation: may it be permitted me to assure you that no one desires more than myself to see a union exist between the French and the inhabitants of this town. On the first aggression (of which Commodore Barney narrowly escaped being the victim) a severe order was issued on board the frigates to prevent any seamen from leaving the ships, except those who were necessary for the service, although our laws permit in port the tenth part of the crews to be daily on shore—thus they were punished for having been insulted—this was a sacrifice they voluntarily made to the public tranquility, although they knew that there is not a code on earth that inflicts on the innocent, punishments incurred by the culpable. I need not recall to your remembrance the discreetness and moderation that have distinguished the French crews during their stay in this port. Your predecessor has done justice to them in his letter to the commander. If, notwithstanding so much prudence and precaution, they have been exposed to new aggressions, arguments will not then invalidate facts. I have established my demands on a chain (series) of insults that the French have experienced. Is it true, that the officers and sailors in the service of the Republic have been insulted and one assaulted? Is it true, that they have not hitherto received any other satisfaction than assurances that these excesses should not be renewed by the individuals who committed them? When these excesses are repeating in an arlarming manner, and that the aggressors experience only the slight inconvenience of furnishing a security, (always ready to be found, for their future conduct,) in agreeing with the magistrates, that their laws of police are obstacles to their zeal; it remains, at the same time certain, that as long as the guilty are not punished, justice has not been executed; that is, that no punishment has been inflicted, and not that justice was not granted, as your translator (from whom the true meaning of my expressions escaped) understood it. To do justice on an individual, signifies in our language, to punish him.

I should not have entered into this grammatical explanation if I was not jealous (desirous) not to leave any doubt with the court of the motives that animate me (I am animated by.)

With respect to the dispute arisen between an American and a French officer, permit me to observe, that it is not here an individual dispute that does not require the interposition of the magistrates. A combat in the high ways, an assembly (a crowd) of people, in which a French officer was assailed by his first adversary, and many other persons, and in danger of his life, are not events that can be remedied by an addition to the laws of politeness, but that can be prevented by reinforceing the laws of individual security. Mr. Saunder's conduct is aggravated by another crime; Has he not broke open the doors of a Frenchman's house (Mr. Blondel), in pursuit of his antagonist.

I have made my complaint——and I again request you to have regard to it. Farther, Sir, my duty with the magistrates is to be the defender of oppressed Frenchmen.

I declare to you, that no one feels with more warmth than I do, the smallest insults offered to any Frenchman whatever; and it is because I desire with so much ardour to preserve the harmony that ought to exist between the two nations, that I repelled with more firmness the attacks of individuals, whose too declared hatred endeavours to rend asunder the ties that I would wish to see drawn closer between France and the United States.

If the warmth of my denunciations against repeated aggressions can prevent a single one for the future, or stifle a single subject of complaint between a Frenchman and an American, I shall belive that I render equal service to your country and my own.

I repose at present on the vengeance of the laws and on the equity of the judges, for reparation of the attck committed by several of the inhabitants united, in open day, and in the street, on a French officer in uniform, and without arms, and whatever may be the judgment obtained I shall esteem myself too happy, if it is the last of the king I shall have occasion to solicit.

Receive, Sir, and please to present to the court, the assurance of my respect.

(Signed) DUHAIL.

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SIR,

I have the honor to inform you, that every attention has been paid to the contents of your letter of yesterday—we consider the

orders of commodore Barney in the reſtraint impoſed on the crews of his ſhips, and of which he ſome time ago informed us, as an additional proof of that gentleman's deſire to keep undiſturbed the peace and harmony of this borough. Well knowing the propenſity that ſailors of every country poſſeſs to enter into broils—we the more readily acknowledge that the conduct of the crews belonging to the Meduſa and Inſurgent, has generally been proper, nor are we unmindful of the ſacrifice which neceſſity and a regard to the public peace has impoſed upon them.

With reſpect to your queſtions, "Is it true that the officers and ſailors in the ſervice of the republic, have been inſulted and aſſaulted? And that the aggreſſors experience only the ſlight inconvenience of furniſhing a ſecurity (always ready to be found) for their future conduct." We have only to obſerve, that whenever complaints are made to the magiſtracy, by an injured party, redreſs, ſo far as our laws extend, was never denied. We preſume it to be perfectly within your knowledge, that a ſecurity for future good conduct involves a pecuniary obligation, and that a violation of recognizance, produces a recovery of the penalty. We feel a ſatisfaction in the contemplation, that ſuch is our juriſprudence! Acting under a government of laws, and not of men, the will of the magiſtrate cannot be ſubſtituted for the eſtabliſhed law of the land. Your PRINCIPLES being known to us, we entertain nodoubt of your according with us in the ſentiment—that arbitrary ſummary proceedings, and conſequent puniſhment form no part of the police of a free government. We lament that acts of individual indiſcretion, ſhould be wrought up to manifeſtations of national hatred: this concluſion cannot, we think, be juſt, when it is contemplated, that in every attempt to preſerve the public repoſe, we have ſought for the aggreſſors among our own citizens only.

So far as relates to the outrage committed on the houſe of Mr. Blondel, we have further to obſerve, that the laws are open to him, and a redreſs can only be obtained by a recurrence thereto.

Moſt aſſuredly will the magiſtracy of this borough, unite with you in every endeavor to enſure the peace and harmony between the citizens of the two republics, and it will afford them the higheſt gratification if ſuch mutual endeavors prove ſucceſsful in preventing future uneaſineſs.

In behalf of the court of aldermen,
I am, with reſpect,
Sir,
Your moſt obedient ſervant,
GEO: LOYALL, Mayor.

Norfolk borough, July 1, 1797.

Citizen Duhail, conſul of the
French republic, Norfolk.

The Gazette.

PHILADELPHIA,
THURSDAY EVENING, *July* 13.

The following is the concluſion of a letter to the Secretary of State from the Spaniſh Miniſter—publiſhed this morning in a Pamphlet from the Office of the Aurora. The whole letter ſhall appear to-morrow.

"After having followed you ſtep by ſtep through the various points of your report to the Preſident, I ſhall make a ſhort compendium of ſuch as ariſe from this letter; from which it reſults.

1. That on the 27th of February, I gave you ſufficient particulars reſpecting the intended expedition, to have attracted the attention of this government.

2. That although to this verbal communication, I added another in writing on the 2d of March, the Preſident had not the leaſt knowledge of it on the 9th of the ſame month, and that without doubt you muſt have had very powerful motives to prevent you from communicating it to him.

3. That it does not appear by the documents preſented by the Secretary of War, that Government had given orders to the military commanders to cauſe the territory and neutrality of the United States to be reſpected.

4. That you made to the Engliſh Miniſter a communication, which in my opinion you ought not, and that even if you thought it neceſſary, you delayed doing it for two months, that is, from the 27th of February to the 28th of April, although it reſpected a moſt urgent and important object.

5. That the Baron de Corondelet could very well have received my letters, without its neceſſarily following that his had come to hand.

6. That the Baron did not repreſent Mr. Ellicott's not writing to him officially as a *complaint*, but as an *obſervation*, and that in fact he never has done it in thoſe terms.

7. That the proofs you alledge to exculpate Mr. Ellicott, reſpecting his intentions of taking the Fort of Natchez by ſurprize, are purely negative.

8. That it is not merely *pretences*, but very powerful reaſons, which have impeded the evacnation of the Poſts, and the rnning of the Boundary Line.

9. That the inſinuations with which you are willing to perſuade the American People that our arming is directed againſt them, are unjuſt as well as unfounded, as by Mr. Blount's letter it is clearly demonſtrated to be a precaution for the mere purpoſe of defence.

10. That you evidently contradict yourſelf, when on one hand you are pleaſed to attribute to us the movements of the Indians, and in the very next paragraph you ſhew it might proceed from American citizens, as it actually does according to Mr. Blount's letter; and that he acted with the knowledge and intelligence of the very ſame Britiſh Miniſter, in whoſe private notes, *without ſignature, and perhaps not of his hand writing*, you place ſuch implicit confidence.

11. That although in all your official communications, you have always manifeſted to me that the American government knew of nothing which indicated any foundation for my ſuſpicions, Mr. Blount's letter clearly proves that I was perfectly in the right.

—

I have thus fulfilled a very diſagreeable duty. Always deſirous to contribute to ſtrenghen the bands of friendſhip which unite Spain and America, and to which their ſituation, their wants and reſources, invite them, I have ſeen with the moſt profound grief, that the language and tenor of your communication to the Preſident, is not, in my opinion, calculated to promote ſo deſirable an object to us all. For my part, although I ſhall leave nothing undone, to cement the union and harmony with a nation which I reſpect; neither ſhall I ever ſuffer the intereſts of the king, my maſter, in any caſe whatever to be ſacrificed to an unjuſt partiality.

I pray God to preſerve you many years.
Your moſt obedient humble ſervant,
CARLOS MARTINEZ DE YRUJO.

Philadelphia, July 11, 1797.

COMMUNICATION.

There can be no doubt that if the Revenue Cutter only had accompanied the Mount Vernon for a few leagues the laſt ſeaſon, aud had ſince been on the look-out for the Aſia to return with her to port, the price of 4 ſloops of war, compleatly manned, &c. would have been ſaved. A correſpondent aſks whether the Ganges, &c. for which the pirate below is now waiting, is alſo intended to be preſented to theſe plunderers?

Extract of a letter from a gentleman of reſpectability dated Savannah, July 1, '97.

"We have nothing new here, but what we have from your quarter, unleſs it be worth informing you that forty or fifty Ftenchmen in uniform arrived here by water from Charleſton, whoſe deſtination is ſaid to be Auguſtine, from whence it is inferred by ſome, that the Spaniards will ſhortly ſurrender it to the French. There are ſaid to be ſome among us endeavoring to procure men to go to the ſame place; but their conduct, tho' it has excited ſome ſuſpicions, has not, from any thing which I have heard authorized a belief of ſuch intention.

"People appear to be here as they are in Congreſs, and elſewhere, divided about the politics of the day. But tho' my retired ſituation prevents me from having the beſt opportunities of judging of the public ſentiment, yet if I may determine from the obſervations I have made, I ſhould conclude that the number of thoſe who from an improper partiality would oppoſe the intereſts of this country is few: Under this apparent impreſſion, and I ſuppoſe from a view to evince an attachment to that intereſt, I found on my arrival in town a very prevalent diſpoſition to pay particular attention to the enſuing anniverſary of our independence.

"The appointment of additional envoys was doubtleſs a judicious meaſure, and ſhould it effect the deſired object, it will prevent our being involved in that calamity which all well diſpoſed men muſt deprecate. Should the French ſtill determine to reject our advances, it will tend to unite us the more in any meaſures that it may be found neceſſary to adopt."

GAZETTE MARINE LIST.

PORT of PHILADELPHIA.

The brig Diſpatch, Braum, of this port, has been condemned at Malaga, by the French Conſul.

Ship Gov. Maſſlin, Dove, of this port, at Carthagena, do.

Ship Nancy, Billings, of this port,
Fame, Wilſon, do.
Brig Abby, Elliott, do.
Diſpatch, M'Intyre, do.

Sailed from Malaga, May 27, under convoy of the Britiſh frigate Andromache, Mansfield. The Nancy put into Gibraltar.

Brig Minerva, Bray, of this port at Ceuta, waiting trial.

NEW-YORK, *July* 12.

ARRIVED,		DAYS.
Sch'r Polly, Freeman,	Havannah	12
Adventure, Doal,	Antigua	22

The American ſhip Patty, ſent into New-Providence by the private veſſel of war, Campbell, capt. Coppinger, has been tried by the Vice Admiralty court, and releaſed. The captors have entered their appeal.

The ſhip Confederacy of this port, capt. Jenks, failed from Canton the 11th jan. in company with the Ruſſell, of Newport, and left that ſhip two days after, off the Great Ladrones—all well. Capt. Jenks was bound to Hamburgh.

For Boſton,
The Schooner
SALLY,
ASA SCUDDER, Maſter,

NOW lying at Cheſnut-ſtreet wharf; will ſail in a few days. For freight or paſſage, apply to the Captain on board, or to

Joſeph Anthony, & Co.
For Sale on board ſaid Scooner,
A few barrels of flat MACKAREL.
July 13. 5t

Perſons having freight on board the ſaid ſchooner, are deſired to call immediately for the ſame.

Muſical Inſtrument Manufactory,
No. 167, *Arch-Street.*

HARPER, harpſichord, grand, portable grand, ſide-board, pier table and ſquare piano forte maker from London, returns thanks to his friends and the public, for their liberal encouragement, and hopes that by his aſſiduity and attention to every branch of his buſineſs, to merit a continuance of their favors. Piano fortes made on the neweſt and moſt approved plans, with pedals, patent, ſwell, and French harp ſtop, which he flatters himſelf will be found on trial by unprejudiced judges, to be equal if not ſuperior to any imported, and twenty per cent cheaper. Any inſtrument purchaſed of him, if not approved of in twelve months, he will exchange.

N. B. All kinds of Muſical inſtruments made, tuned, and repaired with the greateſt accuracy, diſpatch, and on the moſt reaſonable terms, for ready money only.

Second hand Piano Fortes taken in exchange.
May 20. &2m

For Sale,

THE time of a Mulatto Man, who has about 9 years to ſerve, underſtands the care of Horſes, and is a good waiter.

Inquire of the Printer.
June 26. §1w

By this day's Mail.

NEW-YORK, July 11.

Between one and two o'clock yeſterday morning, Dr. Romayne of this city, was taken by order of the Executive of the United States, and with his papers conducted to Philadelphia, in cuſtody of the Marſhal. We underſtand ſome letters from Mr. Blount were among his papers.

It is well known that Dr. Romayne has been lately in England and France.

—

We are aſſured that capt. Nathan Haley, who was ſaid to be taken in the ſhip Hare, was himſelf the man who conducted her into France. It ſeems capt. Haley went to France a few days before the ſhip ſailed, and returned. The ſhip was taken by a boat, and on trial it was neceſſary to identify the captor, when capt. Haley himſelf appeared and proved himſelf the man, by producing his commiſſion.

Capt. Haley appears in France in the national uniform of a marine officer, and is fitting out a privateer. A repreſentation of the circumſtances of this capture has been made to the proper authorities in France. This intelligence is from reſpectable and undoubted authority.

We further learn that the French are very particular in taking American veſſels, unleſs furniſhed with papers exactly in conformity to their regulations—and no hopes of any indemnity to our merchants, until we break the Britiſh Treaty. Preparations are making to invade Portugal. [Minerva.]

—

An account is received in a New Providence paper of June 2d, that the Britiſh had taken Jean Rabel in St. Domingo, and releaſed 17 ſail of American veſſels.

—

An attempt has been made to break open and rob the vaults of the Branch Bank in South Carolina, which did not ſucceed. The Directors have offered 500 dollars reward for ſecuring the offender.

—

Extract of a letter from a gentleman of the firſt reſpectability in the Weſtern country, to his friend in Albany.

"*Geneva, 10th June*, 1797.

"DEAR SIR,

"Our buſineſs of the road goes on like magic. I am aided beyond my expectation by the inhabitants of the county of Onondago. By my laſt report from that quarter, I ſhall have the aſſiſtance of not leſs than 4,000 days work, voluntarily ſubſcribed, on the two roads from the Cayuga lake to the deep ſprings; and as a ſtage is to run from Whiteſtown over the new bridge at Cayuga, and from thence through the town of Seneca at the fall (where a good bridge is nearly compleated) and from thence to Geneva, and Canadarqua, by firſt September next; the inhabitants on each road are ſtriving for the preference, and this competition will draw from them the utmoſt ſtretch of their exertions. We have much alſo to hope from the liberality of the ſtate in conſequence of the law of laſt ſeſſion for a lottery; however, as we cannot anticipate much aid from this reſource the preſent ſeaſon, and as it will be of great importance to the community at large, particularly proprietors of land in the weſtern country, to have a good road communication from the county of Ontario to the Mohawk river—and as little aid can be obtained from the ſcattering inhabitants in the Oneida Reſervation, we flatter ourſelves that we ſhall receive ſubſtantial ſupport from Patriotic citizens in the lower part of the ſtate."

—

Schooner Rajah, 134 days from the Weſt Coaſt of Sumatra, John Carnes, maſter, and 76 days from the Cape of Good Hope, informs.

That on the 14th of April, 1797, there was a ſharp diſpute in the britiſh army, between the Iriſh artillery and Engliſh infantry, at the Cape of Good Hope, concerning the landing of the French in Ireland brought on an action which laſted ſome time. It began in the barracks where they would admit of no officers for thirty ſix hours. The artillery had ſix men wounded; the infantry three killed and eleven wounded. The latter part of the ſecond day General Craig entered the barracks, armed with a hnuger and piſtols, and demanded the cauſe of the diſturbance, and if any ſoldier or officer had any thing to ſay to him, to advance; which ceuſed a ſilence on their part—the next day two corporals, anda ſerjeant of the artillery were ſhot, and ſo ended the riot.

SALEM: July 7.

Capt. Bray, in the brig Mercury, arrived at Marblehead yeſterday: fn 30 days from Liſbon.—She left there June 4.—By Capt. Hinckley, a paſſenger in the above brig, we are informed, that two days before he failed, he was told by Mr. Dorman, a reputable Engliſh merchant in Liſbon, that an Engliſh frigate had that moment arrived from Portſmouth, having ſlipped her cables, & brought intelligence that the mutiny on board the grand Engliſh fleet had ariſen to ſuch a height, that an engagement had actually commenced between ſeveral ſhips, and it was conjectured, that this frigate was diſpatched to give intelligence to the grand fleet of Admiral Jervis,—The paſſage of the Engliſh frigate is not mentioned, nor was it known by Capt. Hinckley.

N. B. Capt. Hinckley had read, previous to this intelligence, in the Engliſh newſpapers, the accounts of the mutiny in the fleet at Portſmouth.

Previous to the arrival of this frigate, there were three mails due at Liſbon from England—which haſt excited conſiderable alarm.

It was currently reported at Liſbon, and generally believed, that Mr. Pitt had abſconded, from Eugland—or rather he dared not appear in public, and was obliged to continue in cog.

Admiral Jervis ſtill continued the blockade of Cadiz—and expected every day to receive orders to attack and take the city—which it was ſaid he would effect, as the Spaniſh ſhips were all diſmantled, and could make but a feeble reſiſtance. Several Engliſh men of war lay almoſt within reach of the cannon from the Spaniſh batteries.

Capt. H. informs, that 5 American veſſels were carried into Vigo—two of which belonging to Boſton.

BOSTON, July 8.

We ſtill continue in anxious expectation of intelligence from Europe later than before communicated. In Ireland, as late as May 16, the lateſt from that kingdom—the voice of complaint aſſumes a louder pitch and preſents a bolder aſpect—the government tho' evidently agitated appears determined to ſuppreſs every effort of the people—and numerous arreſts, proſecutions, puniſhments and other coerceive meaſures, are the conſequence. Reform, civil and religious, is the oſtenſible object—*Union* the watchword and hope. Aſſociations multiply, and affiliate, and every thing bears the ſtrong marks of ſome important criſis! Conjecture is divided between a civil war, and a complete reformation in the civil concerns of Ireland.

The reports ſaid to have been received by the arrival at Marblehead from Portugal, are various and in part contradictory. In our opinion, the prominent part of the report is founded on the fracas which happened on board admiral Colpoys's ſhip, in which ſixe ſailors were killed, as has been before mentioned.

Had we known the paſſage of the Engliſh frigate, and the reaſon why, if bound to admiral Jervis, who was known to be off Cadiz, ſhe ſhould put into Liſbon, we ſhould be better enabled to calculate the amount of the intelligence.

REMARK—Capt. Clark, in the private armed ſhip Hope, has arrived at New-London, and with an Engliſh ſhip of 6 guns, and 16 men, convoyed 27 ſail of American veſſels, home, from Cape Nichola Mole. Several French families came in thoſe veſſels.—The Britiſh Weſt-India fleet of about 100 ſail, was to ſail from the eaſt of Jamaica, on the 3d of June.—Capt. George Clark, late of the brig Neutrality, of Bath, has arrived at New York, from Jamaica, in the Eleven Sons.

FREDERICKSBURG, July 7.
FIRE! FIRE!

This cry, of all others the moſt diſtreſſing, filled the ears of our citizens yeſterday morning about 10 o'clock. It commenced, by accident, in the kitchen on the lot occupied by Mr. Thomas Cochran, and in its progreſs deſtroyed ſix dwelling-houſes, with all the out-houſes annexed thereto; the moſt valuable of the houſes were two the property of Mr. Zachariah Lucas (occupied by Miſs M. Hume, and Mr. J. Gunnell) whoſe loſs we think may be eſtimated at 2000l.—The houſe in which he lived, and thoſe on the oppoſite ſide of the ſtreet, were happily preſerved by the providential circumſtance of the prevalence of a light ſouth-weſt breeze, without which the utmoſt exertions of our citizens would have been of little avail in arreſting their progreſs. We are happy to ſay no one got hurt.

On Sunday laſt the dwelling houſe of Mr. John Gore, of Culpeper, was ſtruck with lightning and conſumed, together with moſt of the furniture. His daughter, a young woman of about 20 years of age, who was ſtanding in the door, was knocked down by the lightning, and expired in a ſhort time.

Will be Landed,
From on board the ſhip Active, Capt. BLAIR, from Hamburgh,
20 bales white Ruſſia clean Hemp
2 caſks Clover Seed
For Sale by
Thomas Herman Leuffer,
North Fifth ſtreet, No. 34.
June 26. §

Georgetown Bridge Company.

Extract of an act paſſed by the Legiſlature of the ſtate of Maryland on the 29th December, 1791, entitled, "An act for erecting a bridge over Potowmac river.

"*And be it enacted*, that the ſaid directors or any two of them ſhall and may require any ſum or ſums of money in equal proportion from each and every proprietor, as may, from time to time be neceſſary for carrying on the building of ſaid bridge; and after giving three months public notice, it ſhall and may be lawful for the directors to ſue for and recover in the name of the company ſuch unpaid requiſition, with all coſts and charges incidental thereto, and legal intereſt thereon from the time the ſame ſhould have been paid: And the neglect or refuſal to pay any ſuch requiſition after public notice ſhall have been given at leaſt for three months in all the newſpapers herein before enumerated, ſhall have the effect to forfeit all preceding payments made on the ſhare or ſhares ſo neglected or refuſed to be paid to the uſe and benefit of the company."

mation of ſuch of the ſtockholders as have not complied with the requiſitions heretofore made—they are as follow: On the 1ſt November, 1795, 40 dollars, on the 10th May, 1796, 40 dollars; an the 20th July, 1796, 40 dollars; on the 1ſt September, 1796, 40 dollars, and on the 1ſt November, 1796, 60 dollars. Caution is now given that after the expiration of the time limited for the continuance of this advertiſement (three months) the law will be carried into rigid and complete effect againſt all delinquents.

By order of the Directors,
WALTER SMITH, Treaſurer.
Georgetown, May 1, 1797. 1aw3m

William Blackburn,
LOTTERY AND BROKER'S OFFICE
No. 64 ſouth Second ſtreet.

TICKETS in the Canal Lottery, No. II, which commenced drawing the 29th May, FOR SALE. The price of tickets will riſe in proportion as the drawing advances, particularly on account of the five firſt drawn tickets, prizes of four thouſand dollars each, on the laſt day of drawing.

Check Books kept for examination and regiſtering, in the Canal, No. 2, City of Waſhington, No. 2, and Paterſon Lotteries.

Alſo, tickets for ſale in the Schuylkill bridge and Perkiomen Bridge lotteries, which will begin drawing in the courſe of the ſummer.

The buſineſs of a Broker in all kinds of Stock, Bills, Notes, Lands, &c. &c. tranſacted with the utmoſt attention.

June 2 tu&f

COLUMBIA HOUSE
Boarding School for young Ladies,

MRS. GROOMBRIDGE with much pleaſure and reſpect, returns her ſincere acknowledgement for the liberal encouragement ſhe has received during four years reſidence in Philadelphia; and aſſures her friends and the public, ſo far from intending to decline her ſchool, ſhe has made a ſuperior arrangement for the more convenient accommodation of her ſcholars.—Every branch of uſeful and polite education is particularly attended to by Mrs. Groombridge and maſters excelling in their reſpective profeſſions.

Corner of Spruce and Eleventh Streets.
June 5th, 1797. 3mſtf

The ſituation is perfectly healthy; and made more agreeable by an extenſive garden and lot of ground adjoining the houſe.

Beſt Engliſh Crown Window Glaſs.

A well aſſorted Invoice of the beſt Engliſh Crown Window Glaſs, of the following ſizes:

10	by	8	212 BOXES.
11	by	9	
12	by	10	
14	by	10	
16	by	12	
19	by	14	

Likewiſe freſh Rice, high proof Brandy, beſt meſs Beef, in half barrels.

Sail Cloth, No. 1. to 8.

Sherry Wine.

A few hundred weight of excellent Dutch Piſtol and Rifle Gun Powder—and,

Thirty Boxes Chocolate.

For Sale by,
Samuel Breck, Jun.
No. 89, *South Third-ſtreet.*
June 21. colsf

A Quantity of Brandy,
FIRST & 2d proof,
Gin, of 4th proof, in pipes
Jamaica Spirits, 4th proof, in Hhds
Old Hock, in caſes of 40 dozen each
Glaſs Tumblers, in pints and half-pints
Window Glaſs, in boxes, of different ſizes
Hazlenuts, in ſacks
Whiting, Copperas, White Lead & Spaniſh Brown — in hhds
For Sale by
PETER BLIGHT.
January 4 §

Printed Calicoes.
JOHN MILLER, Jun. & Co.
No. 8 *Cheſnut-Street,*
Have for Sale
FIFTY TRUNKS neatly aſſorted, very low on ſhort credit.
March 6. §

Erſkine's View of the War.

JUST PUBLISHED,
By ROBERT CAMPBELL & Co.
No 40 South Second ſtreet,
[Price 31 Cents]
A View of the Cauſes and Conſequences of the preſent War with France.
By the Honorable THOMAS ERSKINE.
May 15 §

TO BE SOLD,
A valuable three ſtory Brick Houſe;

SITUATE in Lodge alley, next to the bank of Pennſylvania, the lot on which it ſtands, together with the vacant lot adjoining, which extends to Goforth-ſtreet. The houſe is about 50 feet in front on Lodge alley, and about 42 feet in depth, the adjoining lot is about 96 feet front on Lodge alley, and 42 feet on Goforth-ſtreet, being a ſtreet which leads from Cheſnut-ſtreet and Carter's alley into Dock-ſtreet at the horſe market. The houſe conſiſts of ten lodging rooms, with ſix fire places, two dining rooms, one of them forty feet in length, the other about thirty-four feet, each containing two fire places, two parlours and a large kitchen, with extenſive cellars under, and garrets over the whole, a privilege of a vacant lot of ground to the eaſtward between this houſe and the bank, a pump of excellent water in the yard, a handſome piazza fronting the vacant lot, and a frame ſtable and dwelling houſe on Goforth-ſtreet. The premiſes now rent for £.318 per annum. To be ſold clear of all incumbrances.

For terms apply to *John Clement Stocker.*
April 20 3awtf

Lancaſter, Harriſburgh Carliſle, Shippenſburg and Sunbury
STAGES.

THE public are requeſted to take notice, that the partnerſhip which has for ſome time ſubſiſted between Mathias Slough of Lancaſter, and William Geer, is now diſſolved: but, not as M. Slough inſinuates to the public without juſt cauſe; as will more fully appear by a letter on the ſubject from M. Slough to W. Geer, dated the 29th December laſt. a recital of which is not now deemed neceſſary. Any gentleman who wiſhes to be more circumſtantially informed of the merits of this buſineſs, by applying to W. Geer may have the peruſal of M. Slough's letter, and then can be at full liberty to determine whether or not W. Geer is not perfectly juſtifiable in attaching himſelf to any other perſon in the proſecution of the Stage conveyance from Philadelphia to Shippenſburg, or any other place.

Now from the liberal and generous ſupport the public were pleaſed to confer on the firſt effort in this buſineſs, William Geer, in conjunction with Meſſrs. Reily, Weed and Witmer, is determined to proſecute and carry it on, with every care, attention and diſpatch that a zeal to oblige the public can poſſibly exert.

The above company, who are amply provided with carriages, horſes, and every appurtenance to render the paſſage ſafe and commodious, inform thoſe who wiſh to patronize and encourage the undertaking, that they can take their ſeats at George Weed's, the ſign of the White Horſe, Market Street, Philadelphia, on every Monday and Friday, to proceed to Lancaſter, Harriſburg, Carliſle and Shippenſburg. The fare as hitherto eſtabliſhed.

For the further accommodation of the public, a Stage will ſtart every Wedneſday from the houſe of Samuel Elder, in Harriſburg, arrive at Sunbury in Northumberland county, every Thurſday, and return from thence and arrive at Harriſburg every Saturday, ſo that paſſengers deſtined for Lancaſter or Philadelphia, may proceed on Mondays.

WILLIAM GEER.

Lancaſter, Jan. 27, 1797.

N. B. This Line of Stages ſtarts from the houſe of William Perree, in Lancaſter, on every Tueſday and Saturday morning at 6 o'clock, proceeding to the weſtward, and from the houſe of Mr. Samuel Elder in Harriſburg every Wedneſday morning, on the ſame evening arrives at Patrick Cochran's in Shippenſburg, and returns from thence on every Thurſday: performing the ſame routine daily as in its tour from Philadelphia. mwf

Proposals

For carrying MAILS of the United States on the following Post Roads, will be received at the General Post-Office, in Philadelphia, until the 31st day of July next, inclusive.

MAINE.

1. From Brewer's or Scoodic by Machias, Chandler's river and Columbia, to Narraguagus once a week.

Leave Brewer's every Saturday at 2 P M, and arrive at Narraguagus the next Tuesday at 6 P. M—Returning, leave Narraguagus every Wednesday at 6 A M, and arrive at Brewer's the next Saturday by 10 A M.

2. From Narraguagus by Gouldsborough, Sullivan, Trenton, Bluehill, Custine, Penobscot, Buckston, Frankfort, Prospect and Belfast to Duck-Trap once a week.

Leave Narraguagus every Wednesday by 6 A M, and arrive at Duck Trap the next Saturday by 10 A M. Returning. Leave Duck Trap every Saturday by 2 P M and arrive at Narraguagus the next Tuesday by 6 P M.

3. From Duck Trap by Camden, Thomaston, Warren, Waldoborough, Newcastle, Wiscasset, Bath, Brunswick, Freeport and North Yarmout, to Portland once a week.

Leave Duck Trap every Saturday by 2 P M, and arrive at Portland the next Tuesday by 6 P M. *Returning.* Leave Portland every Wednesday by 6 A M, and arrive at Duck Trap the next Saturday by 10 A M.

4 From Portland by Biddeford, Welles and York, to Portsmouth.

April 15 to October 15. Leave Portland every Monday, Wednesday and Friday by 6 A M, and arrive at Portsmouth the same days by 6 P M. *Returning.* Leave Portsmouth every Monday, Wednesday and Friday at 9 P M, and arrive at Portland on the next day by 6 P M.

October 15 to April 15. Leave Portland every Monday and Thursday at 6 A M, and arrive at Portsmouth on Tuesday and Friday by 10 A M. *Returning.* Leave Portsmouth every Tuesday and Friday at 1 P M, and arrive at Portland every Wednesday and Saturday at 5 P M.

5. From Portland by North-Yarmouth, Freeport, Brunswick, Bath, Wiscasset, Dresden, Pittston and Hallowell Hook to Hallowell court house, once a week.

Leave Portland every Friday at 8 A. M, and arrive at Hallowell court-house the next Saturday by 7 P M. *Returning.* Leave Hallowell court-house every Wednesday by 5 A M, and arrive at Portland on Thursday by 6 P M.

6. From Wiscasset by Dresden, Pittston, Hallowell Hook, Hallowell court-house, Winthrop, Monmouth, Green, New-Gloucester and Gray to Portland once a week

Leave Portland every Monday by 6 A M, and arrive at Wiscasset on Wednesday noon. *Returning.* Leave Wiscasset on Wednesday at 3 P M, and arrive at Portland on Friday by 6 P M.

7. From Hallowell Hook by Vassalborough, Fort Halifax, Winslow, Fairfield and Canaan to Norridgewok once a week.

Leave Hallowell Hook every Wednesday at 11 A M, and arrive at Norridgewock on Thursday by 6 P M. *Returning.* Leave Norridgewock on Monday at 2 P M, and arrive at Hallowell Hook on Tuesday by 6 P M.

8. From Hallowell Hook to Farmington on Sandy river once in two weeks.

Leave Hallowell Hook every other Wednesday by 8 A M, and arrive at Farmington by 6 P M. *Returning.* Leave Farmington every other Thursday at 8 A M, and arrive at Hallowell Hook by 6 P M.

9. From Portland by Falmouth, Gorham, Buxton, Standish, Limerick, Parsonfield, Shapleigh and Lebanon to Berwick, once in two weeks.

Leave Portland every other Monday at 8 A M, and arrive at Berwick on Wednesday by noon.

Leave Berwick every other Wednesday at 2 P M, and arrive at Portland on Friday by 6 P M.

10. From Standish by Flinstown, Fryburg academy, Conway and Tamworth to Sandwich in New Hampshire once in two weeks.

Leave Standish every other Tuesday by 8 A M, and arrive at Sandwich on Wednesday by 6 P M. *Returning.* Leave Sandwich every other Thursday at 8 A M, and arrive at Standish on Friday by 6 P M.

11. From Wells by Waterboro', Sanford, Doughty's Falls, Berwick and Dover, to Portsmouth once a week.

Leave Wells every Tuesday by 6 A M, and arrive at Portsmouth on Wednesday by 10 A M. *Returning.* Leave Portsmouth every Wednesday by 2 P M, and arrive at Wells next Thursday by 6 P M.

NEW-HAMPSHIRE.

12. From Portsmouth by Dover, Rochester and Moultonborough to Plymouth, returning by New-Hampton, Meredith, Gilmantown, Nottingham and Durham to Portsmouth once in two weeks.

Leave Portsmouth every other Wednesday by 8 A M, and arrive at Plymouth the next Friday by 6 P M. *Returning.* Receive the mail at Plymouth evey other Saturday by 8 A M, and return to Portsmouth the next Tuesday by 4 P M.

Note. "The post is to go and return on this route alternately."

13. From Portsmouth by Exeter, Chester, Londonderry, Amherst, Peterborough and Marlborough to Keene, once a week.

Leave Portsmouth every Thursday by 8 A M, arrive at Exeter by one P M, at Chester by 6 P M, and at Keene on Saturday by 4 P M *Returning.* Leave Keene every Monday by 8 A M, arrive at Chester on Tuesday by 4 P M, at Exeter on Wednesday by 9 A M, and at Portsmouth by 4 P M.

14. From Concord by Plymouth to Haverhill, once a week.

Leave Concord every Monday by 6 A M, arrive at Plymouth on Tuesday by 3 P M, and at Haverhill on Wednesday by 4 P M. *Returning.* Leave Haverhill every Thursday by 8 A M, arrive at Plymouth on Friday by 9 A M, and at Concord on Saturday by 4 P M.

15. From Exeter to Hampton Falls, three times a week from April 15 to October 15, and twice a week from October 15 to April 15.

Leave Hampton falls in one hour after the arrival after the arrival of the mail from Boston, and deliver it at Exeter in two hours, remain at Exeter two hours and return to Hampton Falls in six hours from the time of leaving it.

MASSACHUSETTS.

16. From Newburyport, Haverhill, Kingston, Exeter, New Market and Durham to Dover once a week.

Leave Newburyport every Monday by 10 A M, arrive at Dover on Wednesday by noon. *Returning.* Leave Dover on Wednesday by 3 P M, and arrive at Newburyport on Friday by 3 P M.

17. From Salem to Gloucester once a week.

Leave Gloucester every Wednesday by 7 A M, and arrive at Salem by 11 A M. *Returning.* Leave Salem every Wednesday by 1 P M, and arrive at Gloucester by 6 P M.

Note. Should this mail be carried in a stage it is to be carried as often as the stage runs, the hours desired to be stated in the proposals.

18. From Salem to Marblehead three times a week. Leave Salem every Monday, Wednesday, and Friday immediately after the arrival of the mail from Boston, and deliver it at Marblehead in one hour and an half, leave Marblehead in one hour and a half and return to Salem in two hours.

19 From Boston, by Andover, Haverhill and Chester to Concord in New Hampshire once a week.

Leave Concord every Monday by 6 A M, arrive at Chester by 2 P M, and arrive at Boston on Tuesday by 4 P M. Returning. Leave Boston every Friday by 9 A M, arrive at Chester on Saturday by 11 A M, and arrive at Concord on Saturday by 6 P M.

20. From Boston by Concord, Lancaster, Leominster and Ashburnham to Marlborough, Keene and Walpole in New Hampshire.

Leave Leominster every Thursday by 6 A M, arrive at Keene by 9 P M, and at Walpole on Friday by 10 A M. Returning. Leave Walpole every Saturday or Sunday by 5 A M, arrive a Keene by 9 A M, and at Leominster in the evening. Leave Leominster every Monday and Thursday by 6 A M, and arrive at Boston by 6 P M.

21. From Boston by Quincy, Hingham, Hanover, Plymouth, Sandwich, Barnstable, Yarmouth, Dennis, Harwich and Chatham to Truro once a week.

Leave Boston every Thursday by 3 P M. arrive at Sandwich on Friday by 6 P M, and at Truro the next Sunday by 6 A M. Returning. Leave Truro every Monday by 8 A M, arrive at Sandwich on Tuesday by 7 P M, and at Boston on Thursday by 10 A M.

22. From Sandwich by Falmouth and Holmes Hole to Edgarton once a week.

Leave Sandwich every Saturday by 1 P M, and arrive at Edgarton on Monday by 11 A M. *Returning* Leave Edgarton on monday by 2 P M, and arrive at Sandwich on Tuesday by noon.

23. From Boston by Sharon, Mansfield, Norton and Taunton to Newport once a week.

Leave Boston every Monday by 6 A M, and arrive at Newport by 6 P M, on Tuesday. *Returning.* Leave Newport every Wednesday by 8 A M, and arrive at Boston on Thursday by 6 P M.

24. From Boston by Charleston, Medford, Woburn, Billerica, Chelmsford and Tyngboroegh to Amherst once a week.

Leave Boston every Thursday by 10 A M, and arrive at Amherst the next Saturday noon. *Returning.* Leave Amherst every Monday noon, and arrive at Boston on Wednesday by 3 P M.

25. From Boston by Randolph, Bridgewater, Raynham and Taunton to New Bedford.

From May 1 to November 1. Leave Boston every monday, wednesday and Friday at 10 P M, arrive at Taunton the next day by 11 A M, and at New Bedford by 8 P M. *Returning.* Leave New Bedford every Sunday, Tuesday and Thursday by 10 P M, arrive at Taunton the next day by 11 A M, and at Boston by 8 P M.

From November 1 to May 1. Leave Boston every wednesday and Friday at 9 A M, arrive at Taunton by 8 P M, and at New Bedford on Thursday & Saturday by 8 P M. Returning. Leave New Bedford every monday and wednesday by 9 A M. arrive at Taunton by 8 P M, and at Boston on Tuesday and Thursday by 7 P M.

26. From New Bedford to Nantucket, twice a week from November 1 to May 1. Leave New Bedford every Friday and monday by 6 A M, arrive at Nantucket in the evening. Leave Nantucket every Saturday and Tuesday by 10 A M, and arrive at New Bedford in the evening.

From may 1 to November 1. Leave New Bedford every monday, wednesday and Friday by 10 A M, and arrive at Nantucket in the evening. Returning. Leave Nantucket every Tuesday, Thursday and Saturday at 8 A M, and arrive at New Bedford in the evening, winds and tide permitting.

27. From Taunton by Dighton and Somerset to warren once a week.

Leave Taunton every wednesday by 5 A M, and arrive at warren by 10 A M. Leave warren by 1 P M, and arrive at Taunton by 6 P M.

28. From Boston by Dedham, Providence, Plainfield, Norwich, New London, Saybrook, Killingworth, Guilford and New Haven to New York three times a week.

From may 1 to November 1. Leave Boston every Tuesday, Thursday and Saturday by 10 A M, arrive at Providence by 6 P M, arrive at Norwich on wednesday, Friday and monday by noon, at New London by 3 P M, arrive at New Haven on Thursday, Saturday and Tuesday by noon, at Stanford by 9 P M, and at New York on Friday, monday and wednesday by noon. Returning. Leave New York every Tuesday, Thursday and Saturday by 10 A M, arrive at New Haven on wednesday, Friday and monday by 2 P M, at Norwich on Thursday, Saturday and Tuesday by noon, at Providence by 8 P M, and at Boston on Friday, Monday and wednesday by 1 P M.

November 1 to may 1. Leave Boston every Tuesday, Thursday and Saturday by 9 A M, arrive at providence the next days by 9 A M, at New London every Thursday, Saturday and Tuesday by noon, at New Haven on Friday, Monday and wednesday by 3 P M, at Stratford by 8 P M, and arrive at New York on Monday, wednesday and Friday by 11 A M. Returning. Leave New York every Saturday, Tuesday and Thursday by 11 A M, arrive at Stratford the next days by 8 P M, at New Haven on Tuesday, Thursday and Saturday by 9 A M, at New London on wednesday, Friday and monday by 3 P M, at providence, Thursday, Saturday and Tuesday by 4 P M, at Boston on Friday, monday and wednesday by 3 P M.

29. From Boston by Dedham, Mendon, Pomfret and Tolland to Hartford once a week.

Leave Boston every Thursday by 7 A M, arrive at Hartford the next Saturday by 6 P M. Returning. Leave Hartford every monday by 8 A M, and arrive at Boston on wednesday by 5 P M.

30. From New Bedford to Newport once a week.

Leave New Bedford every Thursday by 6 A M, and arrive at Newport by 4 P M. Leave Newport every Friday by 8 A M, and arrive at New Bedford by 5 P M.

31. From Worcester by Rutland, Petersham and Northfield to Brattleborough once a week.

Leave worcester every Tuesday by 1 P M. and arrive at Brattleborough on wednesday by 6 P M. Returning. Leave Brattleborough every thurfday by 6 A M, and arrive at worcester on Friday noon.

32. From Brookfield by Belchertown, Northampton, worthington, Pittsfield and New Lebanon to Albany

Leave Brookfield every Tuesday and Friday by 9 A M, arrive at Northampton by 6 P M. Leave Northampton every wednesday and Saturday at 5 A M, arrive at Pittsfield by 1 P M, and at Albany on Thursday and monday by 7 P M. Returniug. Leave Albany every wednesday and Saturday at 5 A M, arrive at Pittsfield by 5 P M, at Northampton on Thursday and Monday by 7 P M, and arrive at Brookfield on Friday and Tuesday by 4 P M.

33. From Springfield by Westfield and Stockbridge to Kinderhook once a week.

May 1 to November 1. Leave Springfield every Tuesday by 3 P M, arrive at Kinderhook on Thursday by 6 P M. Returning. Leave Kinderhook every Friday by 9 A M, arrive at Stockbridge by 3 P M. Leave Stockbridge on Monday by 6 A M, and arrive at Springfield by 7 P M.

November 1 to May 1. Leave Springfield every wednesday at 6 A M, and arrive at Kinderhook on Thursday by 2 P M. Returning. Leave Kinderhook on Thursday by 4 P M, arrive at Stockbridge on Friday noon Leave Stockbridge every Tuesday at 6 A M, and arrive at Springfield by 7 P M.

34. From Suffield by West Springfield, Northampton, Greenfield, Brattleborough, Westminster, Walpole, Charlestown and Windsor to Hanover twice a week.

Leave Suffield every Tuesday and Friday at A M, arrive at Northampton by 1 P M, at Walpole on Wednesday and Saturday by 5 P M, at Windsor on Monday and Thursday by 2 P M, and at Hanover by 7 P M Returning. Leave Hanover every Tuesday and Friday by 6 A M, arrive at Windsor by 1 P M, at Walpole on Wednesday and Saturday by 7 P M, and at Northampton on Monday and Thursday by noon, and at Suffield by 7 P M.

35 From Hanover by Oxford and Haverhill to Newbury one a week.

Leave Hanover every wednesday by 6 A M, arrive at Haverhill by 4 P M, and at Newbury by 5 P M. Returning. Leave Newbury every Thursday by 6 A M, arrive at Haverhill by 8 A M, and at Haverhill by 6 P M

VERMONT.

36. From Windsor by Royalston, Randolph, Williamston and Montpelier to Burlington once in two weeks.

Leave Windsor every other Thursday by 6 A M, and arrive at Burlington the next Saturday by 6 P M. Returning. Leave Burlington every other Thursday by 6 A M, and arrive at Windsor on Wednesday by 6 P M.

37. From Windsor to Rutland once a week.

Leave Rutland every Monday by 7 A M and arrive at Windsor on Thursday by 6 P M. Returning. Leave Windsor every Wednesday by 6 A M, and arrive at Rutland on Thursday by 6 P M.

38. From Burlington by Vergennes and Middlebury to Rutland onae a week.

Leave Burlington every Thursday by 8 A M, and arrive at Rutland on Saturday by 6 P M. Returning. Leave Rutland every Monday by 8 A M, and arrive at Burlington on Wednesday noon.

39. From Rutland by Manchester, Bennington, Lansingburg and Troy to Albany.

Leave Rutland every Monday at 8 A M, and arrive at Albany the next Wednesday by 6 P M. Returning. Leave Albany every Thursday by 8 A M, and arrive at Bennington by 7 P M. Leave Bennington on Friday by 8 A M, and arrive at Rutland on Saturday by 7 P M.

RHODE-ISLAND.

40. From Providence by Bristol and Warren to Newport:

Leave Providence every Monday, Wednesday and Friday by 7 A M, and arrive at Newport the same days by 5 P M. Returning. Leave Newport every Tuesday, Thursday and Saturday by 8 A M, and arrive at Providence by 4 P M.

41. From Providence by East Greenwich, Newport, South Kingston, Westerly and Stonington Point to New London once a week.

Leave Providence every Tuesday by 8 A M, and arrive at Newport by 6 P M, leave Newport every Wednesday by 6 A M, and arrive at New London on Thursday by noon. Returning. Leave New London on Thursday by 3 P M, and arrive at Newport on Friday by 6 P M, leave Newport on Monday by 7 A M, and arrive at Providence by 5 P M.

CONNECTICUT.

42. From Hartford by Windham to Norwich once a week.

Leave Hartford every Tuesday by 6 A M, and arrive at Norwich by 7 P M. Returning. Leave Norwich every Monday by 6 A M, and arrive at Hartford by 7 P M.

43. From Hartford by Middletown, Modus Landing and Colchester to New-London, once a week.

Leave Hartford every Tuesday at 1 P M, and arrive at New London on Wednesday by 7 P M. Returning. Leave New London every Thursday by 11 A M, and arrive at Hartford on Friday by 7 P M.

44. From Hartford by New Hartford, Canaan, Sheffield and Hillsdale to Hudson once a week

Leave Hartford every Monday at 2 P M, and arrive at Hudson on Wednesday by 11 A M. Returning. Leave Hudson every Wednesday at 2 P M, and arrive at Hartford on Friday by 11 A M.

45. From Hartford by Litchfield, New Milford, Newtown, Danbury and Ridgefield to New York once a week.

Leave Hartford every Monday by 10 A M, arrive at Litchfield by 7 P M, at New Milford on Tuesday by 11 A M, and at New York on Thursday by 8 A M. Returnrng. Leave New York every Thursday by 4 P M, arrive at New Milford on Saturday noon, at Litchfield by 7 P M, and at Hartford on Monday by 8 A M.

46. From New-Haven by Derby, Southbury, Woodbury, Bethlem, Litchfield and Goshen, to Canaan, once a week.

Leave Canaan every Monday noon, arrive at Litchfield by 7 P M, and at New Haven on Wednesday by 10 A M. Leave New Haven every Wednesday by 2 P M, arrive at Litchfield on Thursday noon, and at Canaan by 7 P M.

47. From New York by White Plains, Bedford, Fredericktown, Dover, Sharon, Sheffield, Great Barrington, Stockbridge, Pittsfield and Williamston to Bennington

Leave New York every Monday, Wednesday and Friday at 5 A M, the next Wednesday, Friday and Monday at 6 P M. Returning. Leave Bennington every Thursday, Saturday and Tuesday by 5 A M, and arrive at New York the next Saturday, Tuesday and Thursday by 6 P M.

If the stages run but once a week on this route the mail is to leave New York every Monday at 5 A M, arrive at Bennington on Wednesday by 6 P M. Leave Bennington on Thursday by 5 A M, and arrive at New York on Saturday by 6 P M.

48. From New York by Yonkers, Peekskill, Fishkill, Poughkeepsie, Rhinebeck, Redhook, Clermont, Hudson, Claverac and Kinderhook to Albany three times a week.

Leave New York every Monday Wednesday and Friday by 2 P M, arrive at Tarrytown by 8 P M. Leave Tarrytown every Tuesday, Thursday and Saturday at 5 A M, arrive at Poughkeepsie by 7 P M. Leave Poughkeepsie Wednesday, Friday and Sunday by 5 A M, arrive at Kinderhook by 7 P M. Leave Kinderhook every Thursday, Saturday and Monday, at 5 A M, and arrive at Albany by 8 A M. Returning. Leave Albany Thursday, Saturday and Monday by 3 P M, arrive at Kinderhook by 7 P M. Leave Kinderhook Friday, Sunday and Tuesday, at 5 A M, arrive at Poughkeepsie by 7 P M. Leave Poughkeepsie Saturday, Monday and Wednesday, at 5 A M, arrive at Tarrytown by 7 P M. Leave Tarrytown every Sunday, Tuesday and Thursday, at 5 A M, arrive at New York at 11 A M.

49. From Albany by Troy and Lansingburgh, to Salem, once a week.

Leave Albany every Tuesday at 8 A M, arrive at Lansingburgh by 10 A M, and at Salem by 4 P M. Returning. Leave Salem every Monday, by 8 A M, and arrive at Albany by 5 P M.

50. From Salem by Granville, Fairhaven, Vergennes, Bason-Harbour, Willsboro', Peru and Plattsburgh, to Champlain-town, once in two weeks,

Leave Salem every other Wednesday by 5 A M, and arrive at Plattsburgh the next Sunday by 5 P M. Returning. Leave Plattsburgh every other Monday at 8 A M, and arrive at Salem the next Friday by 4 P M.

51. From Lansingburgh by Waterford, Stillwater, Fort Edward, Whitehall landing and Fairhaven, to Rutland, in Vermout.

Leave Lansingburgh every Thursday by noon, and arrive at Rutland the next Saturday by 6 P M. Returning. Leave Rutland every Monday by noon, and arrive at Lansingburgh on Thursday by 10 A M.

52. From Albany by Schenectady, Tripes Hill, Conajoharry, German Flatts, Old Fort Schuyler and Whitestown to Rome. *The times desired to be stated in the proposals.*

53. From Schenectady by Balltown Springs and Glensbridge to Sandy Hill once a week.

Leave Schenectady every Tuesday by 6 A M. and arrive at Sandy Hill by 4 P M. Leave Sandy Hill on Wednesday by 6 A M, and arrive at Schenectady by 4 P M.

54. From Tripeshill to Johnston once a week.

Leave Tripeshill in one hour after the mail arrives from Albany on Tuesday, arrive at Johnston in two hours, stay at Johnston two hours, and return to Tripeshill in two hours.

55. From Conajoharry by Cherry Valley to Cooperstown twice a week.

Leave Conajoharry every Wednesday and Saturday at 6 A M, and arrive at Cooperstown by 2 P M. Leave Cooperstown every Tuesday and Friday by 10 A M, and arrive at Conajoharry by 6 P M.

56. From Cooperstown by Butternuts and Oxford to Union once in two weeks.

Leave Union every other Monday by 10 A M, and arrive at Cooperstown on Wednesday by 5 P M. Returning. Leave Cooperstown every other Thursday by 6 A M, and arrive at Union on Saturday by 3 P M.

57. From Old Fort Schuyler by Cincinnatus to Oxford Academy once in two weeks.

Leave Old Fort Schuyler every other Thursday by 6 A M, and arrive at Oxford on Friday noon. Returning. Leave Oxford every other Friday by 2 P M, and arrive at Old Fort Schuyler on Saturday by 7 P M.

58. From Rome by to Rotterdam once in two weeks.

Leave Rome every other Thursday by 10 A M, and arrive at Rotterdam by 6 P M. Returning. Leave Rotterdam every other Friday by 9 A M, and arrive at Rome by 6 P M.

59. From Rome by Oneida, Onondaigua, Scipio and Geneva to Kanandaigua once a week

Leave Rome every Thursday by 10 A M, and arrive at Kanandaigua every Monday by 10 A M. Leave Kanandaigua every Monday by 10 A M, and arrive at Rome the next Thursday by 8 A M.

60. From Kanandaigua by Hartford to Niagara once in two weeks.

Leave Kanandaigua every other other Monday by 10 A M, and arrive at Niagara the next Wednesday by 7 P M. Returning. Leave Niagara every other Friday by 6 A M, and arrive at Kanandaigua the next Monday by 6 A M.

61. From Rhinebeck by Kingston, Shawangunk, Wardsbridge, Goshen, Hamburg, Newtown, Johnsonsburg and Hope, to Easton, once a week.

Leave Easton every Thursday by 5 P M, and arrive at Rhinebeck the next Sunday by 5 P M. Returning. Leave Rhinebeck every Monday by 8 A M, and arrive at Easton on Thursday by 10 A M.

62. From New York by Harkensack, Paramus, New Antrim and Chester to Goshen once a week.

Leave New York every Friday at 7 A M, and arrive at Goshen on Saturday by 6 P M. Returning. Leave Goshen every Tuesday at 6 A M, and arrive at New York on Wednesday by 6 P M.

63. From Fishkill by Newburg and New Windsor to Goshen once a week.

Leave Fishkill every Wednesday by 7 A M, and arrive at Goshen by 5 P M. Leave Goshen every Tuesday at 7 A M, and arrive at Fishkill by 5 P M.

64. From New York by Jamaica, Huntington, Smithtown, Brookhaven, Suffolk, Southampton & Bridgehampton to Sagharbour once a week.

Leave New York every Thursday at 10 A M, and arrive at Sagharbour the next Saturday by 6 P M. Leave Sagharbour every Monday at 8 A M, and arrive at New York on Wednesday by 5 P M.

NEW-JERSEY.

65. From Woodbridge to Amboy three times a week.

Leave Woodbridge every Monday, Wednesday & Friday at 8 A M, and arrive at Amboy by 9 A M. Leave Amboy at noon and arrive at Woodbridge by 1 P M.

66 From Trenton by Allentown, Monmouth court-house, Shrewsbury, Middletown Point, Spotswood, New Brunswick, Somerset, New Germanton, Pittston and Flemington to Trenton once a week.

Leave Trenton every Tuesday by 10 A M, and return to Trenton the next Tuesday by 6 A M.

67. From Philadelphia by Taunton and Atsion to Tuckerton once in two weeks.

Leave Philadelphia every other Wednesday by 3 P M, arrive at Tuckerton on Thursday by 6 P M. Leave Tuckerton every other Tuesday by 6 A M, and arrive at Philadelphia on Wednesday by 9 A M.

68. From Philadelphia by Woodbury, Swedesborough, Woodstown and Salem to Bridgetown once a week.

Leave Philadelphia every Wednesday afternoon by 3 o'clock, and arrive at Bridgetown on Friday by 2 P M. Leave Bridgetown on Saturday at 8 A M, and arrive at Philadelphia on Wednesday at 9 A M.

69. From Philadelphia by Jenkintown, Plumstead and Pipers by Bethlehem to Easton once a week.

Leave Philadelphia every Wednesday by 10 A M, and arrive at Easton on Thursday by 2 P M. Returning. Leave Easton every Monday at 9 A M, and arrive at Philadelphia on Tuesday by 3 P M.

70. From Plumstead by Pipers and Alexandria to Pittston once a week.

Leave Plumstead every Thursday by 5 A M, arrive at Pittston by 11 A M. Leave Pittston by 1 P M, and arrive at Plumstead by 7 P M.

71. From Easton to Wilkesbarre once a week.

Leave Easton every Thursday by 3 P M, and arrive at Wilkesbarre on Saturday noon. Returning Leave Wilkesbarre every Tuesday noon, and arrive at Easton every Thursday by noon.

72. From Philadelphia by Norristown, Trap, Pottsgrove, Reading, Lebanon and Harrisburg to Carlisle.

October 15 to April 15. Leave Philadelphia every Tuesday and Thursday at sunset, arrive at Reading every Thursday and Saturday at 4 P M, Leave Reading every Friday at 8 A M, arrive at Carlisle every Sunday by 11 A M. Returning Leave Carlisle every Sunday by 2 P M, arrive at Reading on Tuesday by 4 P M, leave Reading every Wednesday and Monday by 8 A M. and arrive at Philadelphia on Thursday and Tuesday by 4 P M.

April 15, to October 15. Leave Philadelphia every Wednesday and Friday at 8 A M, arrive at Reading on Thursday and Saturday by 11 A M. Leave Reading every Thursday noon, and arrive at Carlisle the next Saturday by 11 A M. Returning. Leave Carlisle every Monday noon, arrive at Reading on Tuesday by 7 P M. Leave Reading every Wednesday and Monday at 8 A M, and arrive at Philadelphia on Thursday and Tuesday by 9 A M

73. From Reading by Hamburg, Sunbury and Northumberland to Louisburg once a week.

Leave Reading every Friday at 6 A M, and arrive at Louisburg on Monday by 10 A M. Returning. Leave Louisburg every Tuesday noon, and arrive at Reading on Thursday by 4 P M.

74. From Harrisburg by Petersburg, Millerstown, Thompsontown, Mifflintown, Louistown, Huntingdon, Alexandria, Centre Furnace, Belle Fount, Milesburg, Aaronsburg, Mifflinburg, Louisburg, Northumberland, Sunbury and Halifax to Harrisburg once in two weeks.

Leave Harrisburg every Saturday by 6 A M, waiting at each post-office which shall be established on the route, two hours, and return again to Harrisburg the next Monday by 8 A M.

75. From Somerset by Connellsville to Union once a week.

Leave Somerset every Thursday by 5 A. M. arrive at Union by 4 P. M. Leave Union every Friday by 8 A. M. and arrive at Somerset by 7 P. M.

76. From Pittsburg by Cannonsburg, Washington, West Liberty and Wheeling, to the mouth of Fishing Creek, once a week.

Leave Pittsburg every Friday by noon, and arrive at Fishing Creek on Sunday by 9 A M. Returning. Leave Fishing Creek every Wednesday by 4 P M, and arrive at Pittsburg the next Friday by 10 A M.

77. From Preston by Washington to Cincinnati once a week.

Leave Preston every Friday at noon, arrive at Washington by 8 P M, and at Cincinnati the next Monday noon. Returning. Leave Cincinnati every Tuesday at 6 A M, and arrive at Washington on Wednesday by 5 P M. Leave Washington at 9 P M, and arrive at Preston on Friday by 11½ A M.

From Petersburg by City Point to Bermuda Hundred, three times a week.

Leave Petersburg every Monday, Wednesday and Friday by 6 A M, and arrive at Bermuda Hundred by 10 A M. Leave Bermuda Hundred by 11 A M, and arrive at Petersburg by 3 P M, on the same days.

KENTUCKY.

78. From Washington by Springfield, Bourbon, Lexington, Frankfort and Harrodsburg to Danville once a week,

Leave Washington every Saturday by 8 A M, and arrive at Danville the next Monday by 5 P M. Returning. Leave Danville every Tuesday by 8 A M, and arrive at Lexington on Wednesday noon, and at Washington on Thursday by 6 P M.

79. From Danville to Louisville by Beardstown once in two weeks.

Leave Danville every other Tuesday by noon, arrive at Louisville the next Thursday by 3 P M. Returning. Leave Louisville every other Friday by 6 A M, and arrive at Danville on Saturday by 6 P M.

80. From Danville by Stamford and Cumberland Gap to Moffat's store in Tennessee once a week.

Leave Danville every Monday at 2 P M, and arrive at Moffat's store the next Thursday by 6 P M. Leave Moffat's store every Friday by 6 A M, and arrive at Danville on Monday by 10 A M.

TENNESSEE.

81. From Knoxville by South West Point and Fort Blount and Craig Fort to Nashville once in two weeks.

Leave Knoxville every other Tuesday by 8 A M, and arrive at Nashville the next Monday by 9 A M. Returning. Leave Nashville every other Monday by 3 P M, and arrive at Knoxville the nezt Saturday by 8 P M.

MARYLAND AND VIRGINIA.

82. From Baltimore by Ellicott's Lower Mills, Montgomery court-house, Charlesburg, Leesburg, Middleburg and Warrenton to Culpeper court-house, once a week.

Leave Baltimore every Monday noon, arrive at Leesburg on Tuesday evening, and at Culpeper Court House the next Thursday noon. Returning. Leave Culpeper court-hocse every Friday noon, and arrive at Baltimore the next Monday by 9 A M.

83. From Allen's Fresh by Ludlow's Ferry to Port Conway in Virginia.

Leave Allen's Fresh every other Monday by 6 A M, arnd arrive at Port Conway by 6 P M. Returning. Leave Port Conway every other Tuesday by 8 A M, and arrive at Allen's Fresh by 7 P M.

84. From Morgantown by Petty John to Clarksbury once in two weeks.

Leave Morgantown every other Monday by 5 A M, and arrive at Clarksburg by 5 P M. Returning. Leave Clarksburg every other Tuesday by 8 A M, and arrive at Morgantown by 8 P M.

85. From Todd's to King and Queen Court H. once a week.

Leave Todd's every Thursday by 9 A M, arrive at King and Queen by 11 A M. Leave King and Queen at 1 P M, and arrive at Todd's by 6 P M.

86. From Halifax by Danville to Caswell court-house once in two weeks.

Leave Halifax court-house every other Tuesday by 2 P M, arrive at Caswell court-house the next Wednesday by 6 P M. Returning. Leave Caswell C.H. every other Thursday by 6 A M, and arrive at Halifax court house on Friday by noon.

87. From Petersburgh by Sussex court house and Southampton court house to South Quay, once in two weeks.

Leave Petersburg every other Wednesday by 6 A M and arrive at South Quay on Thursday by 6 P M. Returning. Leave South Quay every other Monday by 6 A M and arrive at Petersburg on Tuesday by 3 P M.

NORTH-CAROLINA &c

88. From Newbern to Beaufort and Swansboro' once in two weeks, the mail to go alternately.

Leave Newbern every other Thursday by 6 A M, remain at each of the offices two hours, and return to Newbern the next.

89. From Wilmington by Georgetown to Charleston, once a week.

Leave Wilmington every Monday by 6 A M and arrive at Charleston the next Thursday by 10 A M. Leave Charleston every Thursday by 3 P M and arrive at Wilmington the next Sunday by 5 P M.

90. From Norfolk by Kempsville, Great Bridge and North West River Bridge to Jonesboro', once in two weeks.

Leave Norfolk every other Wednesday at 9 A M and arrive at Jonesboro' on Thursday by 7 P M Returning. Leave Jonesboro' every other Monday by 10 A M and arrive at Norfolk on Tuesday by 6 P M.

91. From North West River Bridge by New Lebanon to Elizabeth city, once in two weeks.

Leave North West River Bridge every other Friday by 6 A M add arrive at Elizabeth city by 6 P M. Leave Elizabeth city every other Saturday by 6 A M, and arrive at N. W. river bridge by 6 P M.

92. From Salem, N. C. by Bethania, Flower Gap Grayfonecourt-house and Austinville to Wythe court-house once in two weeks.

Leave Salem every other Saturday by 6 A M, and arrive at Wythe c. h. the next Mon. by 6 P M. Leave Wythe court-house every other Tuesday by 9 A M, and arrive at Salem the next Thursday by 6 P M.

93. From Murfreesboro' by South Quay to Suffolk once a week.

From Murfreesboro' every Wednesday by 6 A M, arrive at Suffolk by 6 P M. Returning. Leave Suffolk every Tuesday by 6 A M, and arrive at Murfreesboro' by 6 P M.

94. From Fayetteville to Pittsburg once in two weeks.

Leave Fayetteville every other Wednesday by 6 A M, and arrive at Pittsburg on Thursday at 10 A M. Leave Pittsburg every other Thursday by 2 P M, and arrive at Fayetteville on Friday by 6 P M.

GEORGIA AND SOUTH-CAROLINA.

95. From Augusta by Robinson at the White Ponds and Gillets mills to Coosahatchy, once a week.

Leave Augusta every Tuesday by 8 A M and arrive at Coosahatchy on Wednesday by 7 P M. Returning. Leave Coosahatchy every Sunday at 6 A M and arrive at Augusta on Monday by 5 P M.

96. From Georgetown to Rocky Landing in Georgia, once in two weeks.

Leave Georgetown every other Monday at 6 A M, and arrive at Rocky Landing at 5 P M. Returning. Leave Rocky Landing every other Tuesday by 6 A M and arrive at Georgetown by 6 P M.

NEW JERSEY.

97. From Newtown by Hackettstown, Morristown and Chatham to Newark, and from Newark back by Chatham, Morristown, Booneton, Rockaway and Sparta to Newtown, once a week.

Leave Newtown every Thursday by 5 A M and arrive at Newark on Friday by 10 A M. Leave Newark every Friday by 2 P M, and arrive at Newtown on Sturday by 6 P M.

Note 1. The Post Master General may alter the times of arrival and departure at any time during the continuance of the contracts, he previously stipulating an adequate compensation for any extra expense that may be occasioned thereby.

Note 2. Half an hour shall be allowed for opening and closing the Mail at all offices where no particular time is specified.

Note 3. *For every hour's delay (unavoidable accidents excepted) in arriving after the times prescribed in any contract, the Contractor shall forfeit one dollar, and if the delay continue until the departure of any depending Mail, whereby the Mails destined for such depending Mail, lose a trip, an additional forfeiture of five dollars shall be incurred.*

Note 4. Newspapers as well as Letters are to be sent in the Mails; and if any person making proposals desires to carry newspapers other than those conveyed in the mail, for his own emolument, he must state in his proposals for what sum he will carry it with that emolument and for what sum without that emolument.

Note 5. Should any person making proposals desire an alteration of the times of arrival and departure above specified, he must state in his proposals the alterations desired, and the difference they will make in the terms of his contract.

Note 6. Persons making proposals are desired to state their prices by the year. Those who contract will receive their pay quarterly, in the months of January, April, July and October.

Note 7. The contracts are to be in operation on the first day of October next, and continue for four years, until the first of October 1801—excepting contracts for the routes No. 8, 9, 10, 31, 36, 50, 51, 57, 60, 74, 76, 77, 80, 81, 83, 84, 87, 90, 91, 92, 96—which are to continue for two years until the 1st of October, 1799.

JOSEPH HABERSHAM,
Post-Master General.

General Post-Office, Philadelphia,
May 27th, 1797.
June 1. 22awtJ31